South Orange
Master Plan
Shaping Our Shared Future

2021

Introduction

Acknowledgements

Township of South Orange Village

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The Township would like to thank the Neighborhood Ambassadors (listed below on Figure 1) who graciously gave their time to participate in an unprecedented level of engagement to ensure this document was truly community-driven. We would also like to thank the South Orange Village Center Alliance (SOVCA) and its Executive Director, for facilitating and promoting outreach efforts. Similarly, we thank Sunny Uberoi for generously providing a retail space for the Open Studio portion of the Charrette. Lastly, we'd like to thank the South Orange Performing Arts Center (SOPAC) for helping to set up and manage public events throughout the Master Plan process.

South Orange Village employed a unique, if complex, organizational structure for outreach to ensure anyone who wanted to be heard was included in this planning process. Due to the highly civic-minded community, there was never a shortage of volunteers or voices to guide the professionals in their tasks. Over 500 residents lent their voices to this plan through 46 community conversations, meetings and online surveys.

Project Team

TOPOLOGY

Sam Schwartz

common ground
URBAN DESIGN + PLANNING

4elbows®

arterial

South Orange Master Plan

The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12

Leigh Anne Hindenlang, P.P. #628600

Philip Abramson, P.P. #609600

Greer Patras, P.P. #636300

Introduction

An overview of what a master plan is and its significance to the Village, along with a snapshot of the Village's history, and demographic profile.

Mobility

An overview of the existing conditions of the Village's transportation networks and needs, along with recommendations on how to improve mobility, create a more hospitable public realm, and protect the safety of all who travel within the Village.

Land Use + Community Form

An overview of the Village's built environment and land use policies, along with recommendations to help guide future policies to create a more attractive and livable community.

Historic Preservation

An overview of the Village's historic assets, along with strategies to protect and enhance those assets for future generations.

Quality of Life

An overview of the Village's recreational assets, and environmental conditions, along with strategies to protect public health, enhance social wellness, promote access to recreational opportunities and become a more sustainable community.

Appendices

A: Master Plan Volunteer Training Manual

B: Analysis of Transportation Networks, Travel Patterns and Mobility Improvements

C: Satisfaction of Master Plan Reexamination Criteria

D: List of Designated and Potential Historic Resources

Village President's Welcome



My Fellow South Orange Residents:

It is with great pride we present the Village's Master Plan. This plan comes as the result of a proactive and community-centric planning process developed in partnership with the planning firm, Topology. As Village President, I've been encouraged by the amount of feedback we received to inform this plan. Such guidance will prove to be invaluable in future efforts to improve our open spaces, foster thriving commercial districts, and provide quality housing for residents.

The Master Plan process complements many key initiatives already being undertaken by our community including downtown revitalization, enhancing key corridors along Valley Street and Irvington Avenue, and work to ensure a more equitable and attractive community. I'm confident that these efforts will support and encourage continued investment into our community for years to come that improves quality of life and position the Village for a prosperous future.

It bears mentioning that this Master Plan was developed in the midst of the unprecedented COVID-19 pandemic. Many of the virus' ramifications for planning remain unknown, particularly as it relates to the future of retail, commuting patterns, and remote working. While the Master Plan accounts for these factors where possible, the pandemic or other circumstances may require the Village to revisit this document when those impacts become clearer.

Regardless of the challenges to come, we're confident that this Plan puts the Village on strong footing to clear these hurdles and spring boldly into the future. With this Plan, our Village takes charge of its destiny by creating a roadmap for the right types of development in the right places that incorporates the values of our community with well-informed analyses and data. We look forward to working together as a community to pursue its recommendations in the years to come as we shape our shared future together.

Sincerely,

Sheena C. Collum
Village President

Affirmation of Principles



Equity

The people who call South Orange home deeply value **equity**. No matter their background, the residents of the Village care for their neighbors, embodying the ethic of 'each according to their need'. This ethic is evident in their day-to-day interactions as well as their public policy. Equity is a cornerstone of this Master Plan, with the hope that people from all walks of life may experience an excellent standard of living within the Village.

Inclusion

South Orange is a community that values **inclusion**. This Master Plan strives to put forth Mobility, Land Use and Community Form, Quality of Life, and Historic Preservation Elements that are conscious of the needs of all residents regardless of their age, race, gender, ability, ethnicity, sexual orientation, or income. This Plan empowers existing organizations within the Village dedicated to the stable and intentional racial integration within residential neighborhoods.

Balance

The Village offers the perfect **balance** of convenient urban amenities with easy access to nature. Offering walkability, rail access and accommodations for an automobile lifestyle, compromise is not necessary in South Orange. The Village fosters an environment where people with differences can blissfully coexist and come together as a community. The Master Plan affirms that South Orange is a place where people can live authentically, neighbors look out for each other, and work together for the greater good of our community.

Prosperity

South Orange is a place that promises opportunities for all to live a prosperous life. The Plan wishes to bolster that promise and to build a Village that offers residents abundant opportunities to enjoy a lifestyle of their choice. The Village offers easy commuter access to major centers of employment and is a place where people come to start new enterprises and to learn from each other. South Orange believes in sharing these fortunes to empower all community members to pursue their passions.

Pragmatism

This Master Plan is grounded by **pragmatic**, achievable goals that recognize that fiscal responsibility cannot be divorced from local policy. The recommendations of the Plan are designed to secure residents' most basic needs by setting policies that care for the Village's streets, spaces, housing stock, health, and natural environments in the most efficient way possible – one brick at a time.

Vitality

South Orange recognizes the importance of **vitality**, that the Village's strength lies in its ability to live and grow. This document introduces steps that will allow the Village to grow while protecting the cornerstones of this dearly loved Village.

Orientation



The Township of South Orange Village stands as a model of prosperity, camaraderie, civic inclusiveness, and responsible stewardship of public institutions and natural resources. It is a livable community with a diverse population comprised of young professionals, families, and retirees. Located in Essex County, New Jersey, the Village is surrounded by cities, suburbs, and large, protected areas of natural beauty. The 2,112 acres of South Mountain Reservation rise above the Village on its west. Cities – most notably Newark, the most populated city in New Jersey – lie to the Village's north and east. West Orange and Maplewood, two suburban communities, sit to the northwest and south, respectively. The Village enjoys an especially close relationship with Maplewood, with which it shares a school district and a host of other public services.

Residents enjoy an abundance of natural, cultural, and historic resources through a significant network of trails and open space. The community is home to Seton Hall University, a private school with 6,100 undergraduates and 4,000 graduate students across their primary campus within the Village and their medical school campus located in Nutley. Several of the Village's green spaces touch the Rahway River, which winds through South Orange. This is a community with many desirable traits where people want to be. Whether it is to start a new business, downsize, go to school or start families: all walks of life want to not only make South Orange their home, but contribute to its celebrated past and highly anticipated future.



Drone Picture of South Orange

Native Americans, specifically the Lenni Lenape, originally inhabited the area known today as South Orange. This land was included in the tract the Lenni Lenape sold to Robert Treat, the founder of Newark, in 1666. Following the purchase, European settlers moved into the area to farm the lush countryside. Though technically part of Newark at the time, a small farming village took shape next to the Rahway River known first as Chestnut Hill. Subsequently, the area west of Newark became known informally as 'The Oranges'. By 1780, the village was large enough to distinguish itself and formally adopt the name South Orange. At that time, the Village consisted of a few farmhouses, a stone schoolhouse, a blacksmith's shop, a gristmill, a general store, and a tavern.

The Oranges separated from Newark officially in 1806 with the creation of Orange Township. Later, in 1861, the communities consisting of present-day South Orange and Maplewood formed South Orange Township. Then, in 1869, the state passed a charter for what became the Village known today and authorized it to levy taxes in 1872. Maplewood and South Orange ultimately separated in 1904. South Orange entered its current form of government in 1977, when voters approved a new charter and the municipality officially changed its name to the Township of South Orange Village.

Agriculture, and later recreation, powered the Village's nineteenth century economy. The construction of the Morris and Essex Railroad in 1836 spurred economic development throughout the region. The railroad brought passengers – particularly affluent New Yorkers – en route to the Mountain House:, a resort founded next to the springs of South Mountain. The Morris and Essex Line ultimately became part of the Delaware, Lackawanna and Western's railroad network. When the railroad started providing service to Hoboken, wealthy city dwellers began to buy plots and build homes in and around South Orange due to its location and attractive

environment. John Gorham Vose, a New York attorney who loved the mountain scenery, played an especially prominent role. Vose bought a 175-acre tract of land around his home on Scotland Road to develop the Montrose Neighborhood in the 1860s, 70s, and 80s.

Much of the Village's built form that is recognizable today was achieved in the late nineteenth and early twentieth centuries. Seton Hall, the nation's oldest diocesan university, acquired a 60-acre tract on the eastern side of town in 1856, eventually expanding south of South Orange Avenue. Workers installed the Village's signature gaslamps in the 1880s and 90s. Guided by these gaslamps, the automobile enabled further development, particularly on the tracts located west of the railroad. Developers platted most of the remaining land in the Village by the Great Depression.

The Village was effectively 'built out' by 1950, and the Village's population has held steady since 1960. Even so, South Orange has continued to develop and evolve. During the post-war era, South Orange continued to become a bedroom community for New York City. Convenient transportation options and a growing local economy made the Village an ever more desirable place to live.

With the growing awareness of suburban sprawl's faults in the later 20th century, South Orange capitalized on its compact commercial core near a major rail station. The Village guided investment into transit-oriented development, locating more housing within easy walking distance of the station and introducing social spaces such as pocket parks and plazas along the downtown streets. The Village became one of the most desirable communities in the State after NJ Transit acquired the Morris and Essex line and introduced midtown direct service to Manhattan with electrified rail lines. While residents enjoy high property values and convenient transportation access, this draw has had the less desirable effect of straining the available parking supply in the downtown and creating high traffic volumes during commuting rush hours.

Today, South Orange is actively seeking to build on its successes while evolving into an innovative 21st century suburb that prioritizes sustainable growth while still maintaining the elements that make it unique. Despite that evolution and significant progress, the Village has not updated its Master Plan since 1979. This document is meant to guide South Orange's planning efforts as it evolves in the twenty-first century.

What is a Master Plan?

A master plan is a governing document that articulates a community's vision for its future and establishes a framework of policies to enact it.

More specifically, a master plan specifies how a community's built and natural environment will evolve and how it will use its shared space going forward. Its laws must conform to the goals and strategies adopted in the master plan.

Like a community, a master plan is a set of disparate elements — mobility, land use, housing, quality of life — that coalesce into a larger entity. As a community evolves, developing new needs and aspirations, its master plan should develop with it.

01

Statutory Requirements

The master plan is at the core of the State of New Jersey's Municipal Land Use Law (MLUL), which gives and outlines authority to local governments to make their own policies that they believe will advance their community's best interests. A master plan is, by its nature, an aspirational document. It's a guide for a community to set land use policies to provide direction and set course for the future it desires. It does not enact any laws, does not designate zoning districts, and, while it can make recommendations for where a community should try to attract certain types of businesses, it does not make any recommendations for a specific business. A master plan also does not designate any redevelopment areas, nor does it set a budget for capital projects. Simply put, a master plan outlines a vision for a community and the steps that are needed to attain that vision. It's also an important tool for prioritizing investments, solving existing problems and for attracting more resources into the community.



This plan should not be left to collect dust on a shelf. It should be an active part of the Village's operations that is regularly updated to reflect new ideas and challenges. The vision outlined in this plan will inform important policy decisions affecting land development, from individual residential renovations to the proper location of business districts and preserved open space. Additionally, it will serve as a high-level guide for the Village's Planning and Zoning Boards in their review of applications that come before them and the Board of Trustees. This plan was thoughtfully written with implementation in mind to help the Village carry out its recommendations where prior planning efforts and public investments have stalled.

The MLUL requires every municipality to update its Master Plan once every 10 years. South Orange last passed a comprehensive update of its Master Plan in 1979. Officials have approved partial updates and passed reexaminations in the decades since, but those changes are still shaped by recommendations made four decades ago. Since 1979, South Orange has changed immeasurably, as have the dreams of its residents. Those dreams are embodied in the goals and objectives contained in the following pages.

The vision outlined in this plan will inform important policy decisions affecting land development, from individual residential renovations to the proper location of business districts and preserved open space





Fire Station

02

How is a Master Plan Organized?

A Master Plan is composed of a series of individual plans, or "elements," each pertaining to a specific subject. The MLUL requires municipalities to prepare a Land Use and a Housing Element. However, land use and housing constitute only a part of the built environment. Communities prepare other plan elements to address such areas as parks and open space, transportation, sustainability, economic development, and historic preservation. The MLUL provides guidance for elements that address many of these areas so that they may be used by decision makers to manage the growth and preservation of their community.

Given its unique characteristics, South Orange felt compelled to adopt an innovative approach to writing its Master Plan. First, the Land Use Element is linked to and follows the recommendations made in the Mobility Element to that, in turn, are expressed as recommended "community form" districts. This approach recognizes that the Village's transportation network is tied inextricably with the intensity and form of its land development. As such, they should be considered in tandem, rather than as independent systems of roads or parcels of land. Second, recommendations for open space, recreation, sustainability, and public health are grouped into an over-arching Quality of Life Element. It is an integrated approach that places community health and the quality of the human experience at the center of the planning process.

This document also meets the MLUL Master Plan requirement to include "a statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based." As such, it shall serve as the basis for any subsequent Master Plan Elements or revisions to existing elements. Going forward, all planning efforts and policies must describe how they are consistent with or further the vision, goals, and objectives contained within this document.

The Village intends this document to also act as a "reexamination" of the preceding Master Plan and subsequent reexaminations. Accordingly, the Plan should serve the roles that the State of New Jersey accords to reexaminations, particularly the ability to make recommendations with regard to zoning and that provide the legal foundation needed to adopt a new Land Development Ordinance.

Given its unique characteristics, South Orange felt compelled to adopt an innovative approach to writing its Master Plan

Methodology



INTRODUCTION - METHODOLOGY



Transparency was a fundamental value of the master planning process, as the Village sought to create a document that worked for the people. To accomplish this, officials engaged with the community through many types of venues to collaborate with the community and empower residents to provide input through a variety of tools including charettes, online survey tools, and community conversations. This approach prioritized frequency and accessibility with the goal that the Master Plan would be a model of best effort participatory planning. The Plan's recommendations are based on the ideas, challenges, aspirations, and insights shared with professionals from a wide spectrum of voices from every sector of South Orange's diverse community

Given its diversity, it is not surprising that residents sometimes disagree on a policy or ordinance provision. Disagreement, though, was encouraged and gave professionals the creative inspiration they needed to devise solutions to meet multiple bottom lines and create consensus. Every effort was made to reconcile disparate views by emphasizing common interests and compromise. That said, the professionals found a striking consensus regarding the community's high-level priorities and desires.

Topology worked with South Orange's administration to establish a Master Plan Steering Committee, comprised of dedicated community leaders with a demonstrated interest in planning and development. The Committee included residents working in planning, architecture, real estate, community development, and housing. The guidance provided by this Committee allowed professionals to gain a deeper understanding of the community's feedback and the Village's priorities.

Table of Organization & Outreach

NEIGHBORHOOD AMBASSADORS

MANAGEMENT COMMITTEE

The Management Committee was comprised of the Village President, Planning Board Chair, Planning and Zoning Trustee Chair, Zoning Official, Administrator Designee, 2 at-Large members, and Topology, the Village's Planning Firm overseeing the Master Plan.

STEERING COMMITTEE

Steering Committee members were responsible for collecting information and reporting into the Management Committee. These individuals were responsible for keeping in touch with, guiding, assisting and receiving feedback from the ambassador chairs they represented. They met with the professionals and management committee at the end of the first outreach process to ensure information had been properly transmitted and recorded before the public session where the results were shared.

NEIGHBORHOOD AMBASSADOR CHAIRS

Each of the 10 neighborhoods in South Orange had a Chair who was responsible for working with the Neighborhood Liaisons under them and reporting back to their Steering Committee representative. This person was responsible for holding community outreach sessions for the particular representative group they were assigned to. They were the ones deciding where and how outreach sessions are handled. They reported back their information, concerns, and issues to their representative Steering Committee members.

NEIGHBORHOOD LIAISONS

Community Ambassadors supported the Ambassador Chairs however needed before, during and after their outreach sessions. This included notetaking, shared running of the outreach sessions, set up, direct outreach, and getting follow up notes to the Ambassador Chair.

Management Committee

South Orange Neighborhood Ambassadors

Steering Committee

- **Michael Imranyi**
  - Neighborhood Ambassador Chairs
    - **Chris Hubschmann** — Montrose Park
    - **Marlene Brown** — Tuxedo Park
    - **Olivia Lewis Chang** — Seton Village
    - **Matthew Smalls** — Village Colonials
- **Brian Darling**
  - Neighborhood Ambassador Chairs
    - **Bill Kransdorff** — Academy Heights
    - **Jennifer Grady** — South Mountian
    - **Michael Benediktsson** — West Montrose
- **Jeannie Kwon**
  - Neighborhood Ambassador Chairs
    - **Jerry Sullican** — Lower Wyoming
    - **Jennifer Jasensky** — Upper Wyoming
    - **Divy Gupta** — Newstead

Neighborhood Liasons

Mike Barnett	Gall Davis	Marc Ackerson	Meghan Gosselink	AJ Albrecht	Richard Bell	Alisa Aronson	Peter Gioello	Alexander Elias	Lisa Buber
Lanid Carey	Tanya Dixon	Graham Ericksen	Deborah McBride	Jason Cantor	Amy & Steve Campione	Janine Bauer	Salil Dalvi	Michael Goldberg	Neil Chambers
Joseph Facchinei	Steven Ferraro	Julie Groob	Emily Fredrix Goodman	David Cornsini	Ron Charles	Jeffery Benett	Frank DePaoli	Nancy Janow	Roberta Elliott
Maureen Gammon	Susan Hyson	Lauren Hildebrand	John Nettleton	Dan Dietrich	Kim Collins	Sean Doherty	Brendan Gioello	Joel Levin	Nathan Fenton
Rebecca Gelman	Monica Johnson	Jaqui Hunter	David Obuchowski	Bryan Krantz	Marian Cutler	Brian Kelly	Jenna Hwang Ceterko		Joanne Fisher
April Grier	Robert Sandow	Clarke McCarthy	Chris Riale	Betsy Yates Long	Scott Furst	Andrew Klare	Roshani Rao		Leslie Gilman
Elissa Meth Kestin	John Teifert	Barbara McCarthy	Vikas Tipnis	Joe Malespina	Mark Grady	Daria Knarvik	Michelle Solgan		Jennifer Greenberg
Brian Nesin				Karen Marlowe	Liz Haller	Patty Kunath			Thomas Herndon
				Julie McCourt	Lisa Kalichman	David Rubin			Kelly Leight
				Daniela Olmedo	Andrew Langelotti	Ben Salmon			Suki Shikiar
				Tara Roberts	Joe Lozito	Sheri Scher			Tomi Thornton
				Jessica Shaw	Alison McInerney Bell	Lisa Shaheen			
				Don Wood	Michael Minor	Michael Tedesschi			
				Melissa Wood	Ritu Pancholy	Joshua Uhi			
					Marni Raab				
					Anina Rossen				
					Lauren Sampson				
					Eric Schwartz				

INTRODUCTION - METHODOLOGY - *Workshops + Public Meetings*



Public Engagement

01 Workshops + Public Meetings

Topology worked with members of the Steering Committee and resident volunteers to identify and train neighborhood representatives (see Appendix A – Master Plan Volunteer Training Manual), referred to as Neighborhood Ambassadors, to conduct meetings with their friends, neighbors, coworkers and family. The Neighborhood Ambassadors were equipped with a standardized set of discussion questions and trained in the best practices of facilitating civic discourse. This approach allowed Topology to engage far more residents than otherwise would have been possible and gave volunteers the tools to inform their neighbors on the Master Plan's purpose and importance. Meetings were held in civic buildings, living rooms and local restaurants. This inspiring level of resident participation stands as a testament to the vitality of South Orange's civic engagement and the commitment of all its residents to the success of the Village.

In addition to these resident-led meetings, the professionals from Topology, Common Ground, Arterial and Sam Schwartz held public workshops on specific topics including land use, mobility, and community form and design. When possible, virtual tools were used to supplement in-person events. During the week of October 20, 2019, the planning team hosted a series of workshops, open houses, and presentations dubbed Charette Week. During this week, professionals established a studio in a storefront along South Orange Avenue in the heart of the Village's commercial district. This "design studio" was open to the public and offered people an opportunity to provide feedback, interact with the planning team, and review planning concepts as they were being developed in real time. Inside the studio, preliminary versions of the Village's draft Community Form and Design Plans were on display as team members collaborated on community-identified focus areas for more specific regulatory direction.

Charrette Week culminated in a presentation of development scenarios for critical corridors, the creation of new public centers, and mobility patterns that would become the basis for many of the Plan's recommendations.

Professionals also met with the various administrative and informal bodies in South Orange. Topology provided regular updates to members of the Board of Trustees, the Planning Board, and the Zoning Board of Adjustment. The Environmental Commission, Development Committee, Historic Preservation Commission, Transportation Advisory Committee, heads of the Police and Fire Departments, Emergency Management Service and South Orange Village Center Alliance (SOVCA), were each consulted with by the planning team, either in groups or individually. The collective guidance provided by these people, informed by lived experience, was immeasurably helpful.

02 Online Engagement

The Village partnered with 4 Elbows, a South Orange based local web-developer, to create www.somasterplan.com, an interactive website that launched in November 2018. The website housed updates on the planning process, a schedule of meetings, and avenues for providing comments. The site, in tandem with the online engagement tool CoUrbanize, collected input via a web map and allowed residents to comment at any time of day. The team posed questions that elicited feedback on a multitude of issues, from circulation and streetscape design to opportunities for housing and community facilities. The site had functionality that encouraged users to interact with each other, as residents could reply to or like comments made by others.

Digital engagement proved enormously fruitful. In the five months it operated – comments were open from November 2018 to March 2019 – the website collected 533 comments posted by 175 active participants. In addition, the site had 1,670 unique visitors and over 15,500-page views. Planners reviewed and gathered comments as they were posted, and the feedback was ultimately aggregated and incorporated into the Master Plan.

So Master Plan Website



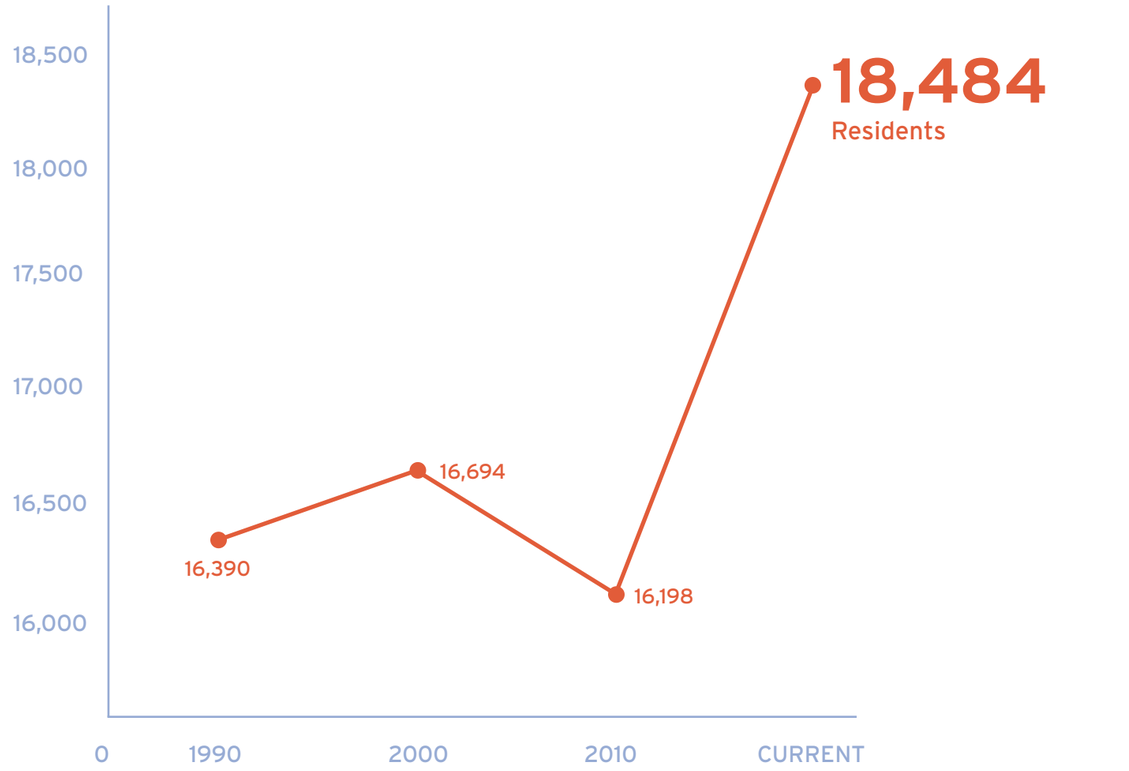
Community Profile

To create a snapshot of the community, an analysis of existing demographic and community characteristics utilizing largely federal data (US Census Data) was conducted. While this information provides important insight into the diverse types of people within the community, additional outreach seeking self-identification feedback supplemented data. Since the drafting of this plan, new Census data was released from the 2020 decennial count. While many of the data points discussed in this section do not have updated data available, the latest information has been included for both total population and number of households.

Demographics
Total Population

The Village's population remained relatively stable in the fifty years between 1960 and 2010, declining some between the years of 2000 and 2010 and rebounding in the last decade. The 2010 estimate of 16,198 people represents a decline from 2000, when the Village had an estimated population of 16,964 residents. The most recent Census data from 2020 however put the population at 18,484 residents, representing a new all-time high for the Village. If accurate, the Village would have a population density of approximately 6,462 residents per square mile.

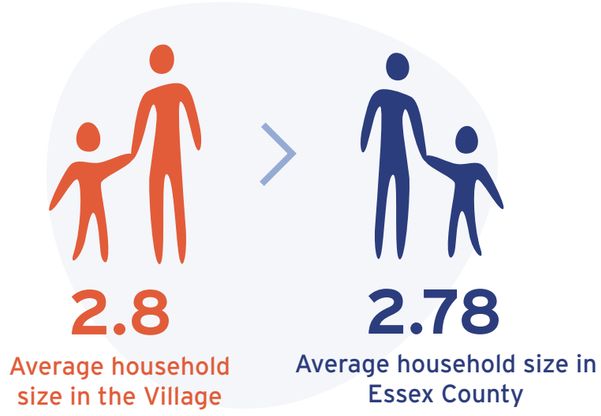
Number of Residents



Source: U.S. Census and Social Explorer

Total Households + Household Size





Source: U.S. Census

Population Projections

South Orange's population is projected to grow over the next three decades, rising to 18,650 residents and 6,686 households by 2045. The population increase projected would necessitate an annual growth rate of 0.5%. Even so, according to the 2020 Census, the Village population has already reached 18,484, so the forecast should be treated with some caution.



Source: North Jersey Transportation Planning Authority

Age

The median Village resident is much younger than the median resident in neighboring municipalities. The lower figure is likely due in part to the cohort of students attending Seton Hall University. Indeed, the median age of the census tract containing Seton Hall is much lower than in the municipality's other census tracts.

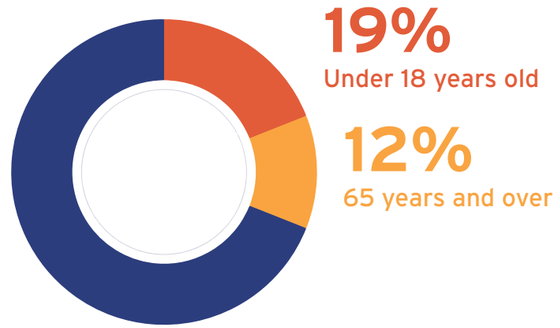
SOUTH ORANGE RESIDENT MEDIAN AGE

34
Years old

MAPLEWOOD RESIDENT MEDIAN AGE

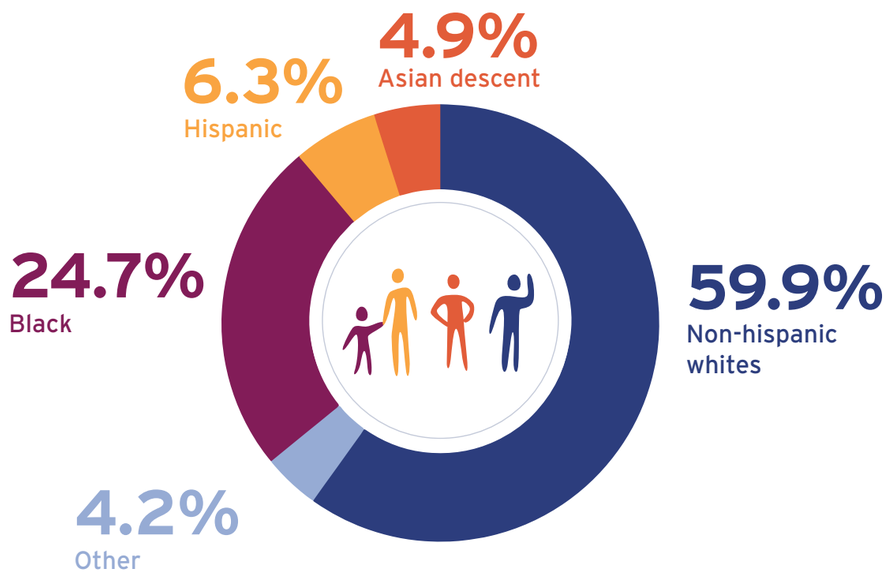
40
Years old

SOUTH ORANGE POPULATION BREAKDOWN



Source: U.S. Census

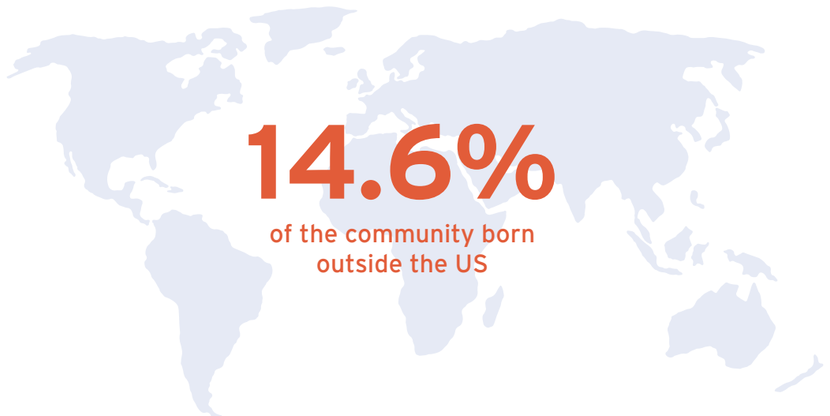
Race + Ethnicity



Source: U.S. Census

Foreign-Born Residents

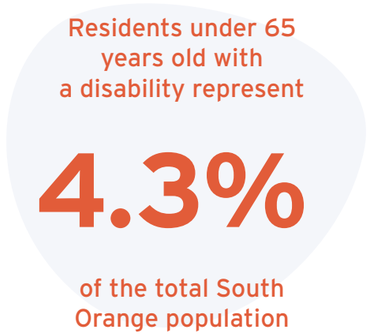
The Village's foreign-born population includes a significant share of residents from Latin America, Africa, the Caribbean, Asia, and Europe. Latin America and Africa account for the largest share of this total, representing approximately 5.7%, and 1.9% of the Village's overall population, respectively.



Source: U.S. Census

People with Disabilities

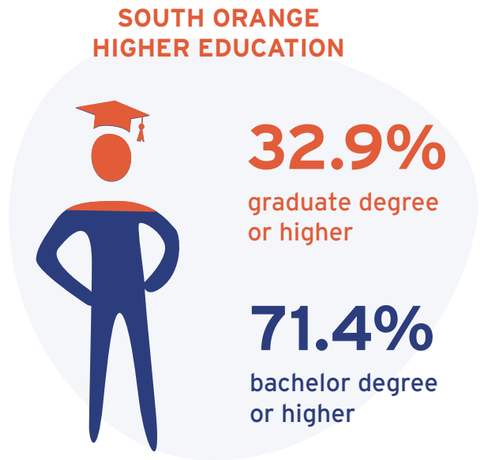
The ADA defines a person with a disability as a person who has a physical or mental impairment that substantially limits one or more major life activity. In South Orange there a many nonprofit organizations that serve people with physical and intellectual and developmental disabilities.



Source: Americans with Disabilities Act, U.S. Census

Educational Attainment

South Orange is a highly educated community with a greater percentage of residents with bachelor's degrees than either the County or State.



Source: 2019 American Community Survey

L.G.B.T.Q.

South Orange has a well-deserved reputation as a welcoming place for the LGBTQ community. The Village was the first municipality in New Jersey to recognize civil unions, and LGBTQ residents have played a prominent role in municipal affairs.



Source: U.S. Census

Housing

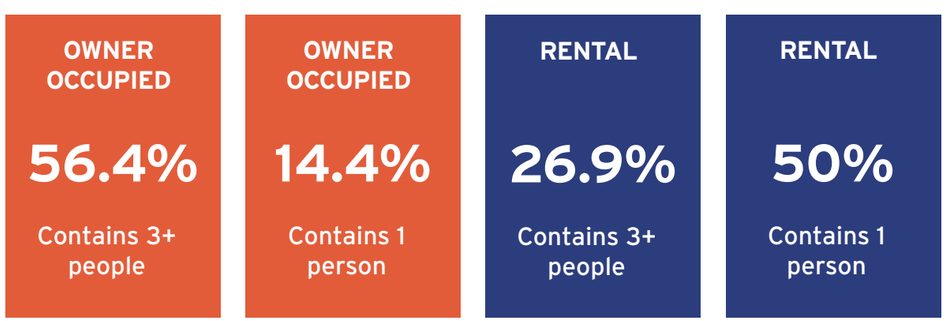
The average household in South Orange is comprised of 2.83 persons, higher than the average household in Essex County (2.78 persons) and New Jersey (2.74 persons).

In suburban communities like South Orange, families with children tend to live in owner-occupied homes. By comparison, rental units tend to be occupied by couples or persons living alone. This appears to be true in South Orange as well. The average owner-occupied household in South Orange totaled 3.06 persons, compared with only 2.35 persons for those who live in rental units.



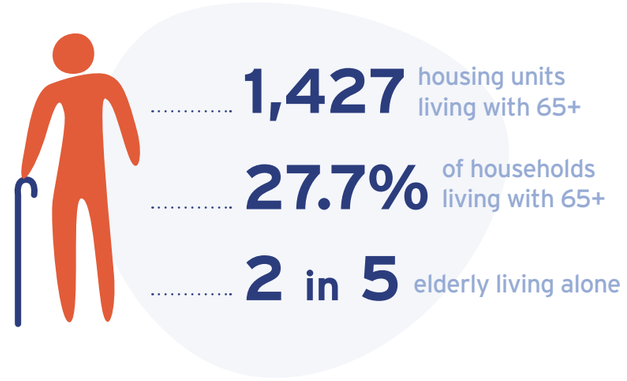
Homeowner and renter households differ even more upon closer examination. Currently, 56.4% of owner-occupied units contain 3 or more people, while only 26.9% of rentals contain 3 or more people. Approximately half of all rentals are occupied by only one person, while only 14.4% of owner-occupied homes contain a single person. Of families with children, 85.8% live in owner-occupied units, whether condos, townhomes, or detached structures.

Families with children account for the preponderance of households with 3 or more people. South Orange families with children are far more likely to live in owner-occupied units.



** Of families with children, 85.8% live in owner-occupied units, whether condos, townhomes, or detached structures*

A sizable number of elderly persons live in the community. Indeed, 1,427 housing units, or 27.7% of households, are inhabited by a person age 65 and older; about 2 in 5 of these households comprise an elderly person living alone.



The median household income in South Orange ($121,637) is far higher than that reported statewide ($76,475). That notwithstanding, high housing costs burden South Orange households and consume much of the income reported. About 34.0% of homeowners and 49.0% of renters spend at least 30% of their income on housing. These figures exceed those in similar communities including Maplewood and Montclair



The list price of housing is high. The median home value is $553,100, significantly higher than the $484,000 recorded in Maplewood. The average value of a 1-to-4 family property is $582,726, the sixth highest figure among Essex County municipalities. The median household gross rent of $1,578.



Source: U.S. Census, NJ Dept. of Community Affairs

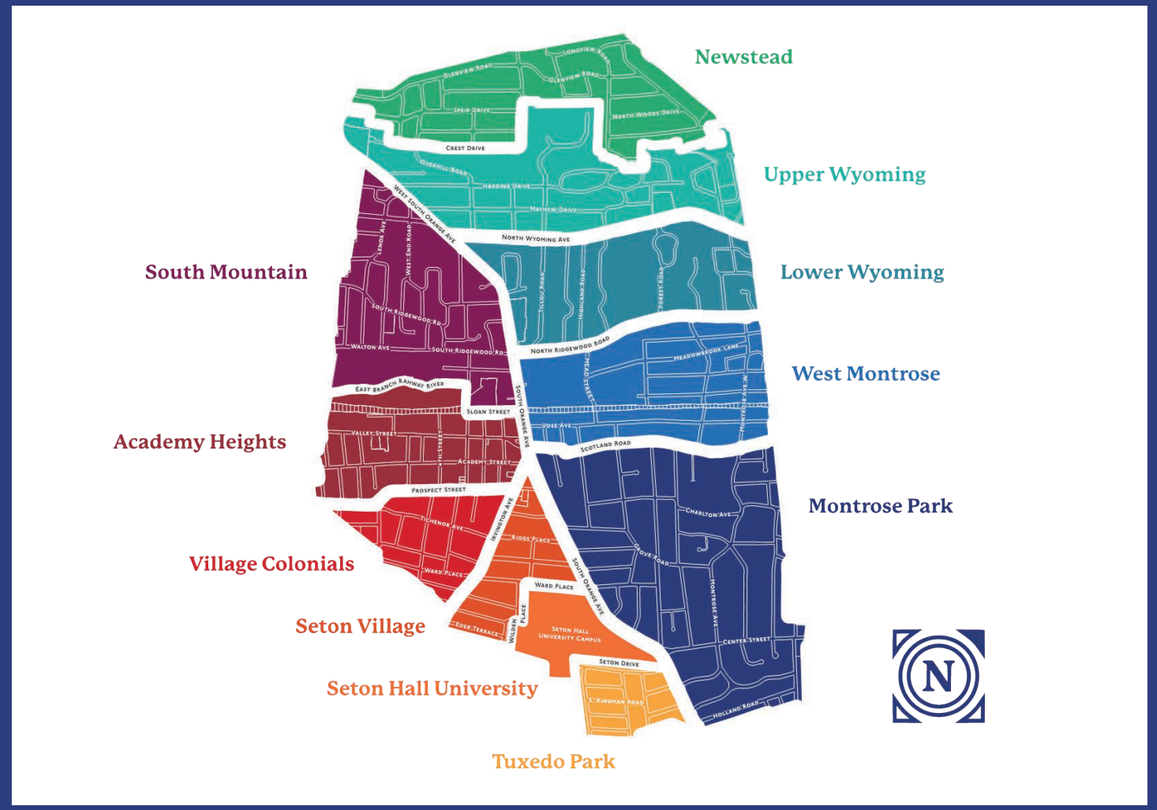
Living in South Orange

Neighborhoods + Business Districts

South Orange residents have a strong sense of affiliation with their neighborhoods of distinct development and architectural characteristics. Many neighborhoods have compelling cases to make as historic districts, with the Montrose Park neighborhood enjoying official designation from the State Historic Preservation Office. These neighborhoods are defined by the physical character of their architecture, natural features and the civic institutions through which their residents express themselves. Many of these neighborhoods have neighborhood association groups that convene to discuss Village matters and to represent the interests of their constituents. These institutions are an effective tool for spreading information and mobilizing a call to action, such as the outreach for the drafting of this plan. The feedback received from such groups helped the planning team identify priorities for different areas of South Orange, in addition to those of the whole Village.

The Village contains distinctive commercial cores that receive special attention in the Plan. South Orange Avenue is among the most significant, providing access to the Village's principal train station and the most active parts of the downtown. Valley Street and Irvington Avenue are also major corridors, each with noticeable defining features.

A map illustrating the locations of neighborhoods throughout the Village can be found below:



Library



Living in South Orange (cont.)

Municipal Finance

Property owners have a hefty tax obligation. The average tax paid by homeowners in South Orange is the fifth highest among Essex County municipalities (NJ DCA). Households in the communities that have higher average tax payments – Millburn, Glen Ridge, Essex Fells, and Montclair – earn incomes that exceed those reported by South Orange residents, as measured by the Census. As such, property owners pay a rate of $3.15 per $100 of property. This rate includes $.84 per $100 of property to fund municipal purposes, $1.788 for the school district, and $.521 for county purposes.

According to its 2020 budget, the Village's municipal appropriations will total $37,986,668.99. Of this, 40% is allocated toward police and fire, 15% toward debt service, and 14% toward administrative costs.

Parks + Open Space

South Orange is blessed with a verdant landscape. A network of parks and trails preserves this landscape while allowing residents to enjoy the natural assets located in the Village. These parks include Meadowland Park, Cameron Field, and Floods Hill, three contiguous parks located just north of downtown. Cameron Field is the site of the South Orange Community Pool, and Meadowland Park is home to tennis courts and the Baird Community Center. In addition to these three, there are several other parks located in other parts of the community, including Waterlands Park, which preserves the green space next to the Rahway River.

Township Services + Facilities

The Village's administration operates from the present Village Hall, located at 76 South Orange Avenue. The headquarters of the Police Department is across the street from the present Village Hall at 201 South Orange Avenue. The Fire Department headquarters is in the historic South Orange Fire House on Sloan Street and is comprised of two engine companies, one ladder company, and one rescue company. As of this writing, South Orange was in talks to merge its fire department Maplewood's.

While many municipalities in New Jersey jointly operate a library system, South Orange operates its own. The present South Orange Public Library is located on Scotland Road, next to the historic Beaux Arts structure that housed the original library. The library is funded through property taxes and money raised by two non-profits: the Friends of South Orange Public Library and Foundation for the South Orange Public Library.

School District

The School District of South Orange and Maplewood educates children from both municipalities. In the 2018-19 calendar year, the District educated 7,121 students. This represents a marked increase from 2010 when 6,384 students attended schools in the District. In June 2019, administrators presented a proposed update of the Long-Range Facilities Plan, which anticipated that enrollment will continue to grow steadily, reaching 7,483 students in 2023.

The School District encompasses six elementary schools, two middle schools – Maplewood and South Orange Middle Schools – and Columbia High School, located just over the Village line on Valley Street in Maplewood.

INTRODUCTION - COMMUNITY PROFILE - *Living in South Orange*

Employment

The Bureau of Labor Statistics (BLS), the most reliable source for employment data, does not release data at the municipal level. The agency estimated that the unemployment rate in Essex County was 5.2% as of 2018. The Census Bureau does provide municipal-level employment data. According to the 2019 American Community Survey, South Orange had an unemployment rate of 5.8% and a labor force participation rate of 64.5%. By comparison, the Census estimated the unemployment and labor force participation rates for New Jersey to be 5.5% and 65.5%, respectively.

Residents work in a wide range of industries but especially those that employ the so-called 'creative class'. Almost 1 in 4 residents (24.9%) work in the educational and health care services sector. Of this total, 12.7% and 12.2% of Village residents work in education and healthcare, respectively. The professional, scientific, and management sector, which employs 17.1% of South Orange workers, is the next largest employer. The finance, insurance, and real estate sector employs 11.4% of residents, including many who presumably work on Wall Street. Retail trade and information services employ 8.2% and 6.1%, respectively.

Arts + Culture

The Village is a hub of arts and culture. The South Orange Performing Arts Center, which has a movie theater and space for dramatic and musical performances, is next to the South Orange Train Station. The Baird Community Center is another critical piece of the Village's cultural infrastructure. The Baird, which houses the Pierro Art Gallery and hosts a variety of events, is centrally located in the nexus of parks at the community's core. Seton Hall also has an extensive set of cultural facilities that includes an art museum and venues for lectures and creative expression.



Live musical performance at the South Orange Performing Arts Center

South Orange
Master Plan
Shaping Our Shared Future

2021

Mobility Element

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Mobility



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Goal 2: Make streets safer for all users

Goal 3: Create great multimodal corridors

Goal 4: Transform the train station into an efficient mobility hub that transforms the downtown

Introduction





Intersection of South Orange Avenue, Scotland Road and Valley Street

01

What is a Mobility Element?

This Mobility Element presents a modern vision for how people navigate South Orange and the impact this has on the Village's growth, vitality and quality of life. This includes but it not limited to roads, sidewalks, bike facilities, public transit, parking lots and the different ways people access these resources. The way an individual wants to get around fluctuates due to life stage, economic conditions, personal preferences and many other factors, often beyond their control. However, by understanding the existing conditions and limitations of the mobility network within South Orange and working collaboratively with the public to illuminate additional concerns and opportunities, this element should create future mobility conditions for the Township that serves users of all needs, preferences and abilities.



Walkway Connecting South Orange Avenue to the Sloan Street Parking Lot

02 Why is Mobility Important?

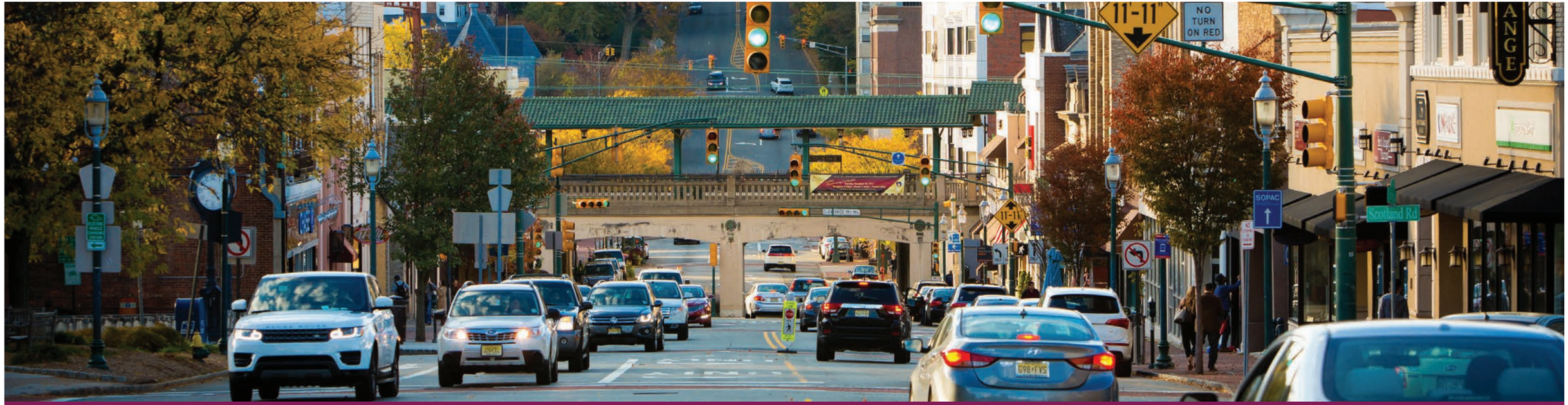
Mobility, or the nature of movement, gives meaning to everyday life. Mobility allows us to be productive, live healthy lives, visit people we care about and make new acquaintances. While achieving these ends in the quickest fashion is desirable, there is significant value left on the table for all users when this one goal is prioritized above all else. A community is the sum of its destinations – its schools and workplaces, businesses and parks, places of worship and cultural centers. A strong mobility element considers all users on their journey between these destinations.

It is critical to maintain streets that work for users of all abilities and modes of transportation. Groups that may not have access to automobiles—such as children, teenagers, and seniors, should not have to rely on others for mobility. With policies that support equitable streets, towns can ensure that all people regardless of age or economic status can travel in a safe, timely, and comfortable fashion. This plan acknowledges that the field of mobility is quickly evolving. With new mobility options coming online seemingly every day, South Orange needs a plan in place to organize these modes in a manner that ensures long-term safety, comfort, and efficiency.

As South Orange grows and becomes more of a regional destination, mobility will become increasingly important. South Orange has tremendous potential to develop a transportation network that supports the development of its downtown and is designed for all people.



MOBILITY - INTRODUCTION - *How Do You Study Mobility?*



South Orange Avenue, Downtown

03

How Do You Study Mobility?

The Township solicited community-wide feedback on all aspects of mobility from residents over a two-year period to fully understand their lived experiences to make sure the subsequent studies and analyses addressed root concerns. This was coupled with the guidance and assistance of many civic organizations and boards specifically solicited feedback and expertise. These concerns and opportunities were then organized into subject matter and location-based "buckets." The professionals then observed and quantified additional existing conditions from each of these "buckets" of information to prioritized data collection and urban design interventions where the greatest risks and opportunities existed. This comprehensive insight was then collated and organized into major themes outlined in the observations below to be addressed with the goals and objectives in this element.

More specifically, the strategies and recommendations set forth in this mobility plan are built upon community experience solicited through site visits and numerous community meetings. Many of these sessions were focused exclusively on mobility including a marathon meeting of the South Orange Transportation Advisory Committee (SOTAC), Village Engineer, Police Chief, Fire Chief, EMS Captain, Health and Public Safety Committee of the Board of Trustees, and the Master Plan Steering Committee. This plan is a true tribute to the time, effort and passion of those involved.

After initial outreach, an inventory was taken of bus routes, train lines, and roadway conditions throughout the village highlighted as priorities. Cutting edge data collection methods were utilized to analyze traffic volumes, crashes, and travel patterns. A High-Performance Street (HPS) analysis was conducted along South Orange Avenue, Irvington Avenue, Valley Street and Scotland Road due to their prominence as major corridors and level of traffic. The HPS analysis focused on the experience of traversing these streets and examined things that often cannot be measured using traditional data collection techniques to ensure the street is "serving all of its purposes beyond just moving cars (i.e. safety, sustainability, public art etc.)." Finally, this data was analyzed and organized into a series of actions, reviewed by community members, that the Village can take to address the issues and concerns identified by the consultant team, stakeholders, and residents.

The strategies and recommendations set forth in this mobility plan are built upon community experience solicited through site visits and numerous community meetings



The Members of SOTAC Share Their Insights With the Team

04 What Were the Major Findings?

Overall, South Orange is well-served by public transit and accessible to major highways and regional routes. This creates a true advantage for the community but is not without its issues. Most of the concerns relate to conditions of non-motorized mobility and the impacts of cut-through traffic on resident and visitor experience. The impacts of these concerns are often most felt by the community's most vulnerable populations.

MOBILITY - INTRODUCTION - *What Were the Major Findings?*

Issues were organized into the following overarching findings:

Compromised Pedestrian Experience

Speeding vehicles, dim lighting, dangerous crosswalks/ crossings, and poor sidewalk conditions are a few factors that compromise pedestrian safety and create an uncomfortable walking experience in the Village.

Unrealized Opportunity to Promote Walkability

South Orange has the ingredients necessary to create a truly walkable community. Despite this, many residents still drive even to places a short distance away. Residents can realistically reach most places in the Village by foot and the community should be designed to encourage walking

Lack of Bicycle Facilities

There are no protected bike facilities in the Village. This causes uncomfortable cycling conditions for users of all ages and abilities. This increases dependency on vehicles even for short trips that are less than a mile.

Downtown Traffic Congestion

The Village's primary corridors are highly congested during rush hour. This condition has a direct correlation to the high volumes of cut-through traffic and in part due to a disorganized commuter experience at the South Orange Train Station.

High Volumes of Cut-Through Traffic

Drivers from outside of South Orange are using the Village's streets to get between major highways, generating traffic and creating an uninviting atmosphere for residents.

Unsafe Streets and Intersections

High volume streets do not have the design elements and safety measures needed to protect drivers, pedestrians, and cyclists.

Disorganized Train Station Circulation

South Orange station attracts thousands of users each day. People walking, biking, taking the bus, using rideshare services, or driving to get to the station converge on the area at a single point. There is not an organized way to transfer between these modes of travel. During rush hour, this creates a highly chaotic, congested, disorganized, and even hostile environment.

Public Space on Sloan Street Side of Train Station



MOBILITY - INTRODUCTION - *How Do We Address These Findings?*

05

How Do We Address These Findings?

As the community feedback shows, streets are more than just conduits for car traffic. They're places where moments, big or small, happen every day. Streets should be designed with all moments and users in mind. Streets should, at minimum, move pedestrians, cyclists, and vehicles safely and efficiently. More importantly, they should be woven into a community's economic and social fabric.

While a certain level of cut-through traffic is unavoidable, it should not endanger and oppress Village residents. This Mobility Element outlines a path, which shifts this burden of cut-through traffic from South Orange residents to the drivers who use the Village as a through-route.

Similarly, the train station is more than a place where commuters board and exit trains. It's an anchor that supports the Central Business District and one of the most prominent public spaces within the Village. The station and its surroundings should be designed to benefit the downtown by creating a more inviting and prosperous place.

MOBILITY - INTRODUCTION - *How Do We Address These Findings?*

Recommended Mobility Goals

1 Make walking more attractive for all users

by prioritizing interventions that create a pedestrian experience that is complete, safe, fun & accessible.

Objectives

1. Improve sidewalk network and eliminate Gaps in the Sidewalk
2. Design pedestrian networks to remove barriers and ensure access for individuals of all stages, ages, and abilities.
3. Plan and establish new pedestrian corridors
4. Plan and collaborate to produce a bicycle network that provides a realistic and efficient alternative to car travel.
5. Allow and install systems for E-Bikes, scooters, and other personalized transport
6. Cultivate a strong bicycle and pedestrian culture

2 Make streets safer for all users

through physical interventions and placemaking strategies.

Objectives

1. Make intersections safer for pedestrians, bicyclists, and other vulnerable users.
2. Calm traffic and make streets safe for everyone
3. Redesign South Orange Avenue + Irvington Avenue
4. Protect residents with special needs to ensure that they can access and travel through public spaces without restriction.

3 Create multimodal corridors

that are pleasant, efficient, and safe.

Objectives

1. Redesign South Orange Avenue
2. Make Valley Street an attractive, orderly and vibrant corridor
3. Recalibrate Irvington Avenue to be walkable

4 Design the Space Around the Train Station

to be an efficient mobility hub that invigorates the downtown.

Objectives

1. Create an inviting pedestrian-oriented space
2. Leverage Jitney and Bus Service to reduce traffic and support downtown businesses
3. Provide amenities and facilities that create a state-of-the-art mobility hub
4. Strategically position spaces for automobiles
5. Reorganize train station area to increase safety and efficiency

Context + Observations





South Orange Train Station

01

What Does a Mobility Network Include?

Mobility networks can include physical spaces like roads and sidewalks, local policies that are effectuated through signage, traffic management tools like signalization or design and many more tangible and intangible resources. Each facet affects mobility in significant ways for different users. Understanding the existing and desired experience for each street within a community is difficult and often contingent upon how one change can affect the overall system. Therefore, to organize observations and recommendations, six “street typologies” or “transects” were identified within the Village. These typologies are also referenced in Community Form Element, and include: Downtown Avenue, Mixed Boulevard, Neighborhood Main Street, Local Connector, Local Residential and Greenway. This allows analysis and visioning to be based on the existing/ proposed character and feel of the surrounding area, rather than operate within a vacuum of information. These typologies differ from the traditional “functional classification” to categorize streets based off of their vehicular traffic (an analysis by functional classification can be found in Appendix B – Analysis of Transportation Networks, Travel Patterns, and Mobility Improvements).

As mentioned, functional classifications do not take into account the context or surroundings when studying a particular road or corridor. It is generally understood today that streets are more than the asphalt roads to move cars. Streets and sidewalks are comprised of several components that serve very specific purposes.

The main components of a street using the typology approach:

Amenity Zone

These are multi-purpose areas that provide a buffer between live traffic and pedestrian activity. They house utilities and furnishing such as benches, wayfinding signage, trees, lighting elements and other appropriate streetscape design features. Sometimes the amenity zone cannot be located adjacent to the curb because of existing utilities or tree obstructions. In these constrained conditions, it may make more sense to locate any seating adjacent to buildings instead, with minimal buffers still provided along the curb line to protect pedestrians from traffic.

Pedestrian Through Zone

This is the part of the sidewalk unobstructed by temporary or permanent physical objects. No lighting, signage or furnishing should be placed here. This is the most crucial element within the sidewalk and no other zone should encroach on this area. A five foot clearance should be maintained if temporary encroachments are allowed by the Township for programming or outdoor dining

Building Frontage Zone

The building frontage zone provides an area of transition between public space and private. This area contains building canopies, entrances, outdoor cafe seating areas, and signage for businesses. At the discretion of the town, tables and chairs may encroach on the pedestrian through zone as long as a 5' clearance is left unobstructed for pedestrian travel.



These zones and their characteristics help delineate one street typology from another.

These six typologies are detailed below:



Downtown Avenue

The Downtown Avenue is a vibrant mixed-use corridor lined with restaurants and retail that attract people from the region. These streets typically have two travel lanes and a turning lane. Ample sidewalks should be provided for pedestrian circulation, shopping, and outdoor dining. Clear and comprehensive pedestrian and vehicular wayfinding is essential.

Key Characteristics

- Wide sidewalk with ample amenity zone, room for shopping, and outdoor dining
- Ample seating areas should be located throughout the amenity zone
- Consistent, medium sized trees with special care to minimize visual obstruction of storefront signs
- Pedestrian and vehicular lighting
- High visibility and/or decorative textured crosswalks
- Pocket parks located along the street to promote socializing and offer areas for respite



Mixed Boulevard

The Mixed Boulevard is a broad thoroughfare with varied land-use, ranging from residential to educational. The boulevard has grand, aesthetically appealing character offering wide sidewalks, full street tree canopy, on-street parking and ample lanes for vehicles.

Key Characteristics

- Significant street tree canopy
- Landscaped buffer separating automobiles from pedestrians
- Pedestrian and vehicular lightingHigh visibility crosswalks



Neighborhood Main Street

The Neighborhood Main Street is a vibrant street at the heart of the community. Often lined with residential, retail and commercial uses, neighborhood main streets provide residents with a walkable environment where they can socialize, have access to transit, and shop. These streets tend to have 1-2 lanes of traffic and moderate vehicular traffic.

Key Characteristics

- Ample, comfortable sidewalk zones with seating and space for outdoor cafes (where appropriate)
- Consistent, medium sized street trees. Care should be taken to minimize obstructing visibility of storefront signs
- Pedestrian scale lighting
- High visibility crosswalks
- Pocket parks for socializing, gathering, and/or programming as appropriate



Local Connector

These roads are mostly lined with detached residential dwellings setback from the street. They have moderate to heavy vehicular traffic as they often connect residents and surrounding communities to major roads and destinations.

Key Characteristics

- Consistent sidewalks
- Vegetated buffer separating traffic from sidewalk
- Consistent, medium sized trees
- Pedestrian scale lighting



Local Residential

Similar to Residential Connector Streets, these roads are mostly lined with detached residential dwellings setback from the street. But Local Residential Streets are used primarily by the residents living on that street and become a social center and activity space for the neighborhood. They typically have sidewalks separated from the street by a tree-lined strip. They have 1-2 travel lanes and on-street parking.

Key Characteristics

- Consistent sidewalks
- Vegetated buffer separating traffic from sidewalk
- Consistent, medium shade canopy
- Pedestrian scale lighting
- On-street parking



Greenway

Greenways have no vehicular traffic. They are reserved for pedestrians and cyclists and may be used by people with personal motorized transportation (e-bikes, e-scooters, e-skateboards, etc.). They have a narrow right of way and park-like amenities along them.

Key Characteristics

- Paved, consistent path with ample space for pedestrians and cyclists
- Pedestrian amenities including water fountains, seating, bike parking, wayfinding signage, and lighting



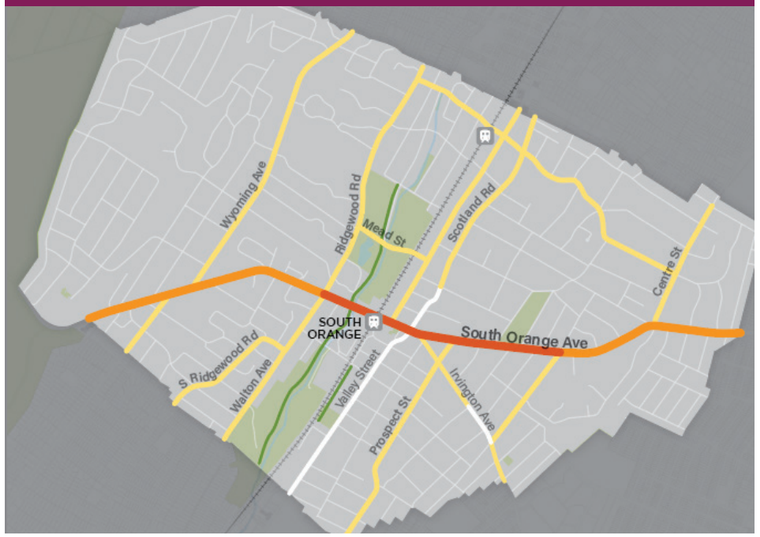
02 What Does Mobility in South Orange Look Like Today?

South Orange is located between I-280 and I-78, two of the major interstates serving Essex County and the greater North Jersey region within New York Metropolitan Area. Additionally, the Village is in close proximity to the Garden State Parkway, providing convenient access to much of the Jersey shore and New York City. County routes weave throughout the Village and funnel cars to and from these interstates. This location coupled with the Village's excellent public transit access, make South Orange a commuter's dream. Vehicles have plenty of opportunities to move as quickly as possible through the Village, contributing to backups and making streets less safe.

The Village's street pattern is primarily oriented on a north-south axis, as the steep slope of the surrounding Watchung Mountain range makes travel and road construction more difficult. Except for South Orange and Irvington Avenues, major roads in the Village follow this axis.

The railroad right-of-way, which follows a north-south path for the same reason, impedes the construction of roads in an east-west direction as at grade crossings are not easy to obtain. There are only four east-west crossings at which traffic—car, pedestrian, and bicycle, can cross the railroad tracks. These crossings are located at West Montrose Avenue, Mead Street, South Orange Avenue and Third Street. With limited east-west connectivity, traffic can back up at these crossings, particularly on

South Orange's Local Street Network

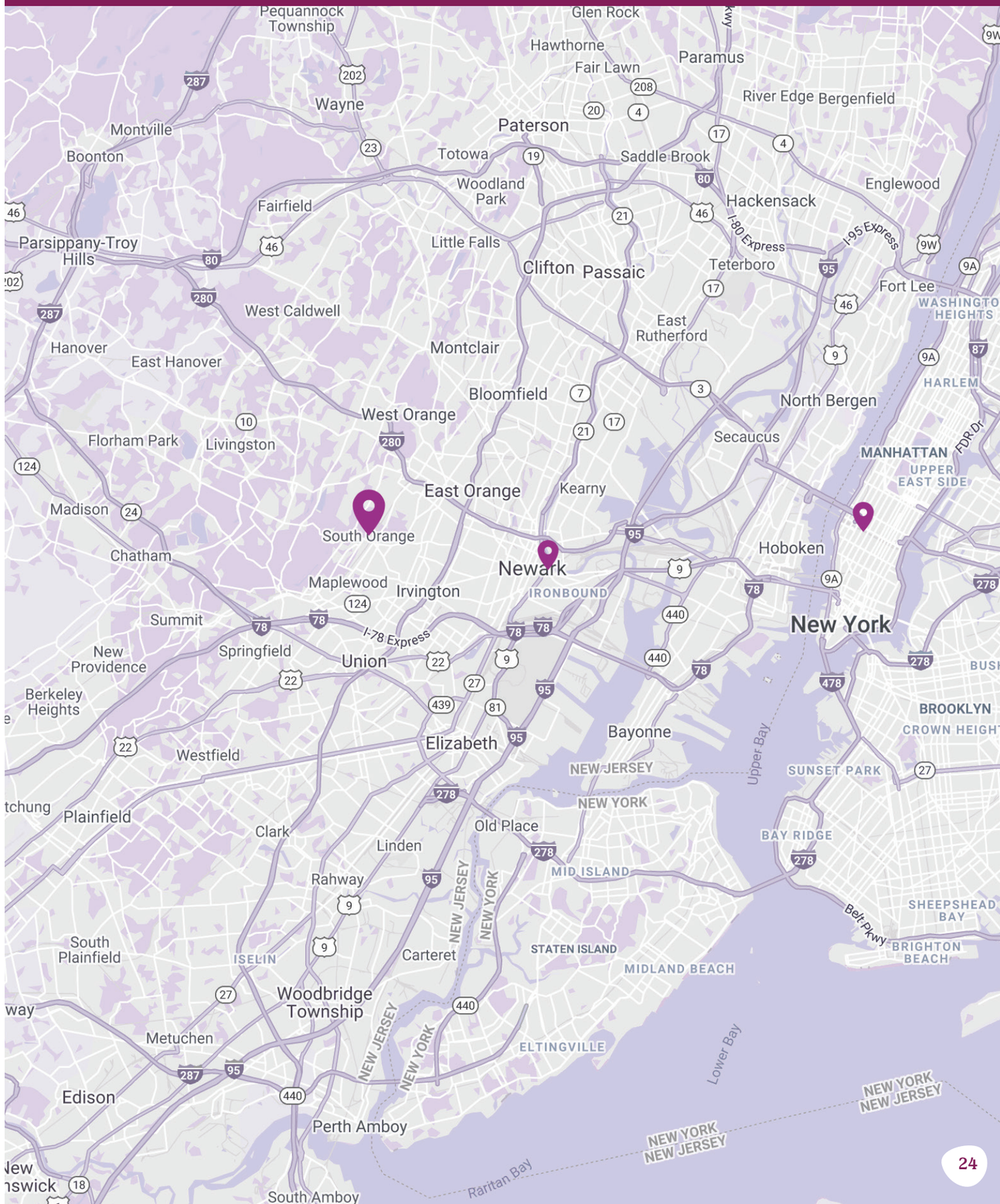


- Downtown Avenue
- Mixed Boulevard
- Neighborhood Main Street
- Local Connector
- Local Residential
- Greenway

Third Street and South Orange Avenue. These backups lengthen commutes and, perhaps more importantly, stifle business activity downtown and on Valley Street.

Public safety officials indicated that these crossings, particularly Third Street and West Montrose Avenue, were dangerous for bicyclists and pedestrians. Third Street is popular with drivers bypassing traffic backups on South Orange Avenue. The street has no stop signs, contains the entrance to the Third Street Playground and Waterlands Park, and is an important part of popular pedestrian routes that access downtown. Residents also voiced serious concerns about West Montrose Avenue, where in 2017, a driver struck and killed a man walking on the sidewalk.

After reviewing existing conditions and residents' vision for their future roads, it was determined that in terms of street typology, South Orange is largely comprised of local residential streets that are heavily impacted by the existing conditions of the a major "Downtown Avenue" and several local connectors. These typologies affect the existing traffic and mobility patterns observed throughout this process.



South Orange's Local Street Network

Streets characterized as arterial, connector, and local streets comprise the Village's street network. **(see Appendix B – Analysis of Transportation Networks, Travel Patterns, and Mobility Improvements).** This network links the community to the rest of Essex County and New Jersey. As mentioned, South Orange lies near the confluence of several major highways, including the Garden State Parkway and the New Jersey Turnpike. Traffic generally moves in a northern or southern direction, with few roads crossing the Village from east to west due to the existing rail line and topography.

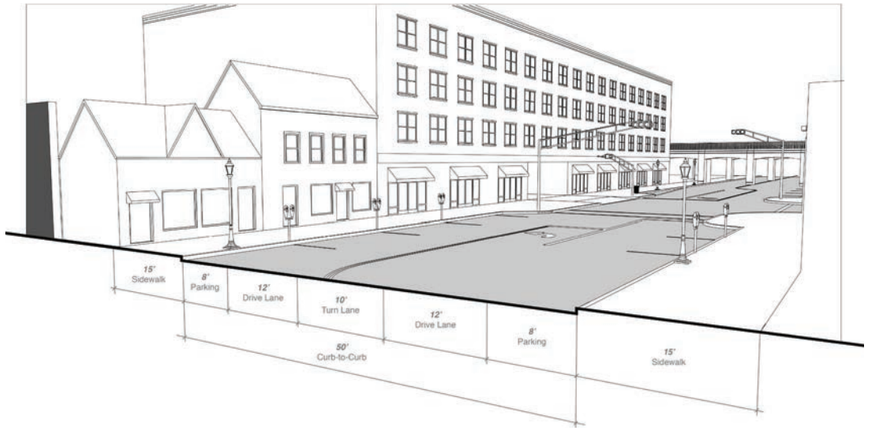
The community is crossed by a series of arterial streets that ultimately link up with the region's major highways. These roads include Scotland Road, Valley Street, South Orange Avenue, Irvington Avenue, Prospect Street, North and South Wyoming Avenue, and North and South Ridgewood Road. Except for Prospect Street and Ridgewood Road, these roads are all part of the county road system.

These major arterials are supported by South Orange's collector streets, or low-to-medium capacity roads. These streets play a critical role in the community's road network. Drivers use streets like Ward Place and Third Street to travel from one arterial route to another. Others, like Vose and Walton Avenues, provide drivers with an alternative to the arterial routes nearby.



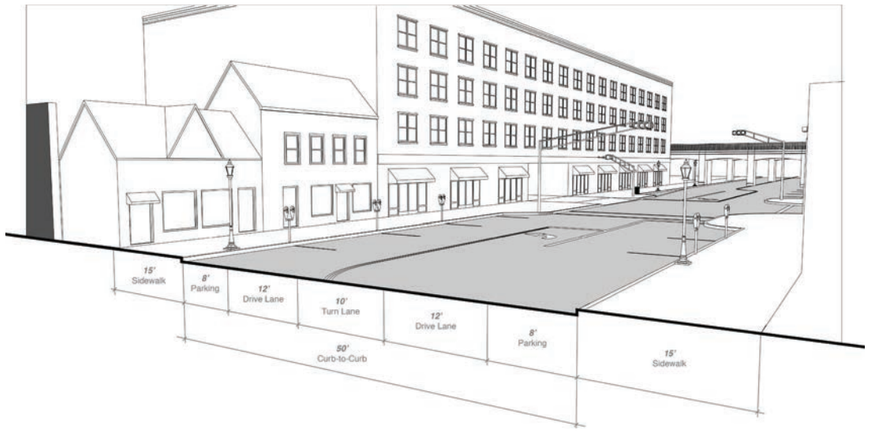
South Orange Avenue

South Orange Avenue has a right-of-way width of 80 feet for almost its entire length, including the downtown segment. This width is exceptionally large for a downtown, particularly one as potentially suited for non-motorized travel as this corridor. The curb-to-curb width is 50 feet, comprised of two 8-foot parking lanes, two 12-foot travel lanes, and a 10-foot turning lane in the center. It has been observed that wider lanes encourage speeding and more aggressive driving than more appropriately sized lanes. Several key intersections have bump-outs, so the crossing distance varies by location. The sidewalk width ranges from 9 to 15 feet wide. There is no dedicated space for bicycle travel.



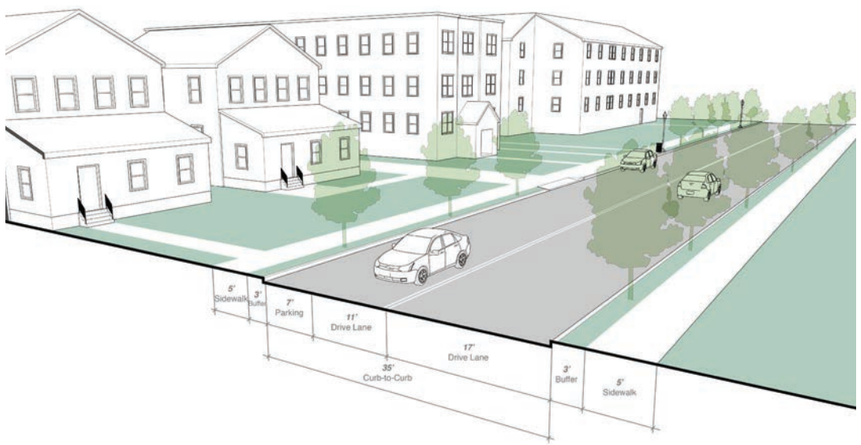
Valley Street

Valley Street has the most significant spatial constraints of any arterial road in South Orange. The street has a right-of-way width of only 50 feet, with a curb-to-curb width of 38 feet. There are only two travel lanes from First Street to the Maplewood municipal border: one northbound and one southbound. The travel lanes are 11 feet wide, with two 8-foot parking lanes. Sidewalks on Valley Street are generally only six feet wide, which is unusually narrow for a commercial corridor. Sidewalks also have many obstructions (telephone poles, trees, etc.) that make what space is available to pedestrians impassable. The limited space restricts and discourages pedestrian travel and makes it challenging for businesses to create a storefront that attracts customers. The limited sidewalk space also keeps bars and restaurants from providing outdoor seating.



Irvington Avenue

Irvington Avenue has two roadway configurations with oversized drive lanes throughout. This results in high vehicular speeds, confusion for motorists, and an unsafe pedestrian realm. The streetscape, as currently designed and maintained, squanders Irvington Avenue's latent advantages. The street connects two major business districts, is proximate to Seton Hall University and already has some advanced design elements such as crosswalks with pavers. The geometry of Irvington Avenue is highly irregular at several critical junctures. Instead of a typical perpendicular intersection, several roads intersect at acute and obtuse angles. Geometry is further complicated by the widths of these cross-streets. The widths are too wide, given the context. The large curb-to-curb widths result in long crossing distances for pedestrians, which lengthens the time these users spend in the conflict points of the roadway, vulnerable to oncoming traffic. The turning radii for cars is both unpredictable and wide, encouraging drivers to speed through the intersection. Residents in these neighborhoods felt at the mercy of the car traffic and urged consultants to make it a place where families could walk and bicycle.



MOBILITY - CONTEXT + OBSERVATIONS - *What Does Mobility in South Orange Look Like Today?*

South Orange's Existing Traffic Conditions

The Village's road network leads to vehicular congestion and safety concerns. Local traffic conflicts are exacerbated by the design of typical residential streets like those described above which encourage a faster rate of travel than appropriate for local streets. The lanes often do not have shoulder or edge stripes and/or have unstriped on-street parking spaces. Lane markings and striped shoulders that visually reduce lane width help to reduce travel speeds where installed.

However, the design of the existing road network makes it appealing and very friendly to cut-through traffic. Motorists utilize collector streets and several local streets to travel whenever traffic builds on major roads. Though narrower and greater in length, motorists seek these streets to save time. This behavior is in part an example of the 'Waze Effect', where GPS applications identify local streets with little traffic and recommend that drivers use them to save time. The Transportation Advisory Committee and Village Police said cars cutting through made local streets unsafe. This high percentage of traffic simply cutting through the Village to reach another town result in drivers that regularly speed and are unfamiliar with South Orange's streets, users or policies.

Cut-through Traffic



Travel Patterns + Behavior

To understand current traffic operations within the Village and establish a baseline condition to forecast and assess impacts to future conditions, traffic volume data was collected and obtained from several sources. It is important to have detailed traffic volume data for the development of feasible, impactful, and implementable mobility improvements. These include manual counts and observations, automatic traffic recorder volume counts, and counts performed as part of the New Jersey Department of Transportation (NJDOT) Transportation Management System Program. A summary of data and observations collected is provided below, however, details and raw data can be found in Appendix B.

The consulting teams used data sourced from StreetLight, a vendor of traffic data, to measure and analyze travel patterns throughout South Orange to supplement traffic counts. StreetLight collects data provided by cell phone and GPS vendors to track travel movements and measure the percentage of trips that begin, pass through, or end in a given location. Using StreetLight tools, the team created ten zones that capture data at the places where cars begin, pass through, and end their trip through the Village.

The team used this data to estimate the share of trips that began by entering South Orange from one of six directions:

(1) Eastbound on South Orange Avenue;

(2) Westbound on South Orange Avenue;

(3) Southbound on North Wyoming Avenue, North Ridgewood Road, Scotland Road, and Centre Street;

(4) Westbound on Irvington Avenue;

(5) Northbound on South Wyoming Avenue, South Ridgewood road, and Walton Avenue; and

(10) Northbound on Valley Street, Academy Street, and Prospect Street.

With this data, the team could measure the relative share of cars that entered the town from a given direction. The team was especially eager to measure the relative volume of cars that came from the north and south directions, which would indicate the relative traffic that came from I-280 and I-78, respectively.

Analysts used this data to estimate the percentage of total car trips ended or passed through the downtown, Valley Street, and Irvington Avenue.

Data was also collected in March 2019 and August 2019 on Tuesday, Wednesday, and Thursday during peak travel periods, or between 6:00 and 10:00 am and 3:00 pm to 7:00 pm.

Key Insights

Northbound + Southbound Flow

Out-of-town commuters took several major north-south routes at peak hours. Streets that had significant volumes of cut-through traffic included Scotland Road and Valley Street, South Wyoming Avenue, and Walton Avenue. Significant volumes of cut-through traffic occurred in both directions in both the peak AM and PM hours. Cut-through traffic headed north was more likely to occur in the morning while southbound cut-through traffic was more likely to come at the end of the workday.

Westbound + Eastbound Flow

South Orange Avenue is used as an eastbound/westbound cut-through route in the morning and evening typical peak hours. These volumes are much smaller than the north/south cut-through volumes. Car volumes at morning and evening peak hours are significant in both directions. Volumes in the morning are heavier traveling eastbound while traffic in the afternoon is heavier traveling westbound.

Primary Destinations at Peak Hours

At peak times, the Central Business District and Valley Street were the destination of the most trips. The total trips downtown is likely boosted partly by out-of-town commuters parking at the South Orange Train station to change over to mass transit.

Valley Street, which runs from South Orange Avenue to the Maplewood municipal boarder, is filled with a mix of one- to four-family residential, apartments, convenient stores, and some office and light industrial uses. Some of the commercial uses, particularly those at Valley Street's southern end like CVS and Stop and Shop, have a regional customer base and are frequented by shoppers who live in other towns. This is borne out by the large parking area that surrounds these businesses. There are also several businesses that sell and service automobiles including car washes, auto body shops, and garages.

During peak times, the trips to the downtown and Valley Street were approximately 40% from north of South Orange, 40% percent from Maplewood, 10% from Newark, and 10% from Millburn. In addition to the cut-through traffic discussed previously, in the PM peak hours, there is a significant number of drivers who come from the west via South Orange Avenue and travel to the southern zones. Many of the motorists who traveled through these zones live in South Orange. That said, drivers who live elsewhere still account for a sizable percentage of trips.

Congestion

The team looked at weekday travel on South Orange Avenue, Valley Street, Scotland Road, and Irvington Avenue. They also calculated average daily travel times, indicated by the dotted line in the graphs below. Data was collected for a period beginning October 17, 2019 and ending December 5, 2019.

South Orange Avenue: Interestingly, eastbound lanes on South Orange Avenue were more congested in the afternoon and evening. Eastbound congestion peaked at approximately 6:00 pm. Several factors are probably behind this trend. Pedestrians exit the downtown station en masse at that hour while, in the morning, they tend to arrive at different times. Nightlife downtown also makes the traffic heavier with people traveling to restaurants, bars, and the South Orange Performing Arts Center (SOPAC). It is also likely that workers commuting from South Orange are more likely to commute on South Orange Avenue if they work in other communities to the west of the Village.

If residents work in Downtown Newark, they are more likely to take I-280 and I-78, where trips take less time than on South Orange Avenue. Traffic volumes along South Orange Avenue in the morning were heavy as well, though more moderate than those reported in the afternoon. Cars and busses dropping students off at South Mountain Middle School were a major cause of the delays seen here. Outbound travel on South Orange Avenue peaks at 8:00 am. As noted previously, this peak is associated with traffic to South Mountain Middle School. Traffic builds in the afternoon as well, but westbound lanes are not as congested as eastbound lanes.

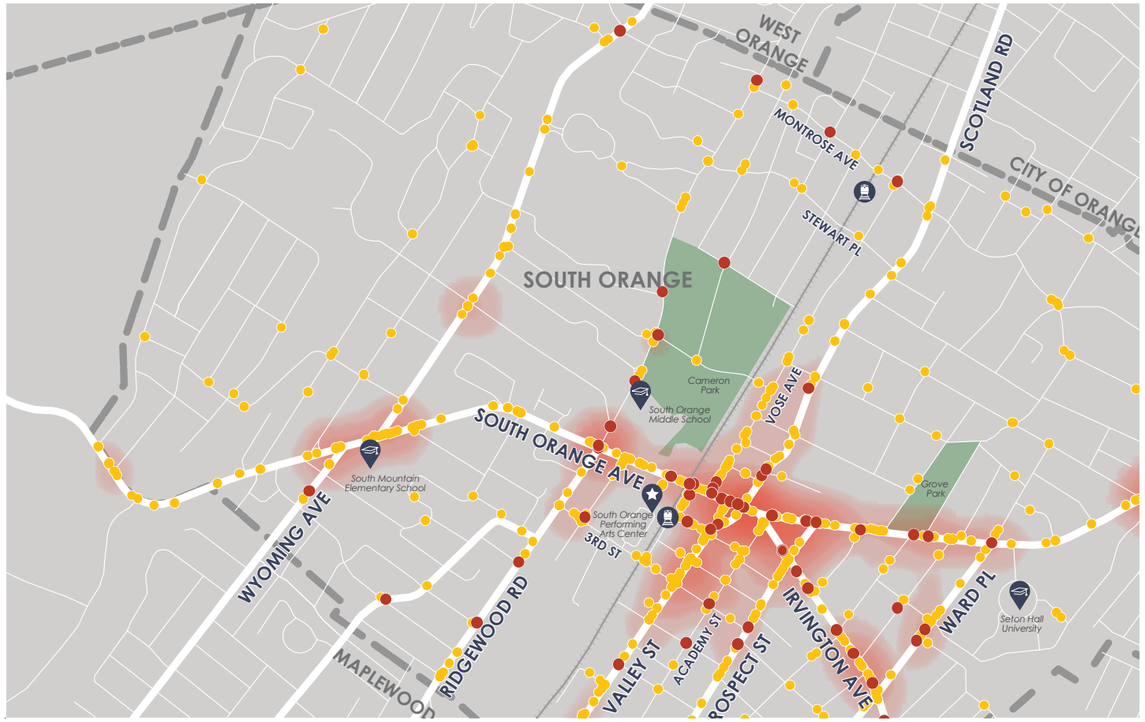
Valley Street: Northbound traffic on Valley Street was heaviest in the afternoon and evening. By contrast, morning travel times peaked only briefly around 8:00 am, presumably due to traffic at Columbia High School, located just over the Village boundary. Trips travelling outbound on Valley Street take longest in the afternoon as well.

Safety

Residents indicated at all stages of community engagement that the Village's streets were extremely dangerous. Members of the public were surveyed at the outset and asked what should be prioritized in a Master Plan. The responses overwhelmingly indicated that making streets safer should be one of the South Orange's top priorities. Available data (see Appendix B) showed a total of 1,097 vehicular crashes were reported for the years 2016-2018. One fatal crash occurred on South Orange Avenue approximately 125 feet west of Centre Street in 2018. The crash type, per the data source, was documented as "Other." A 2017 crash killed a man walking along West Montrose Avenue. The driver, who was distracted and whose vision was limited by the slope of the road, went through the metal guardrails, approximately 235 feet west of Vose Avenue. Analysts created a "heat map" to visualize the spatial distribution of crashes and to identify 'hot spots' or locations where a high number of crashes occurred. While some records were incomplete and could not be included, the map includes data for 1,097 crashes.



South Orange Crashes



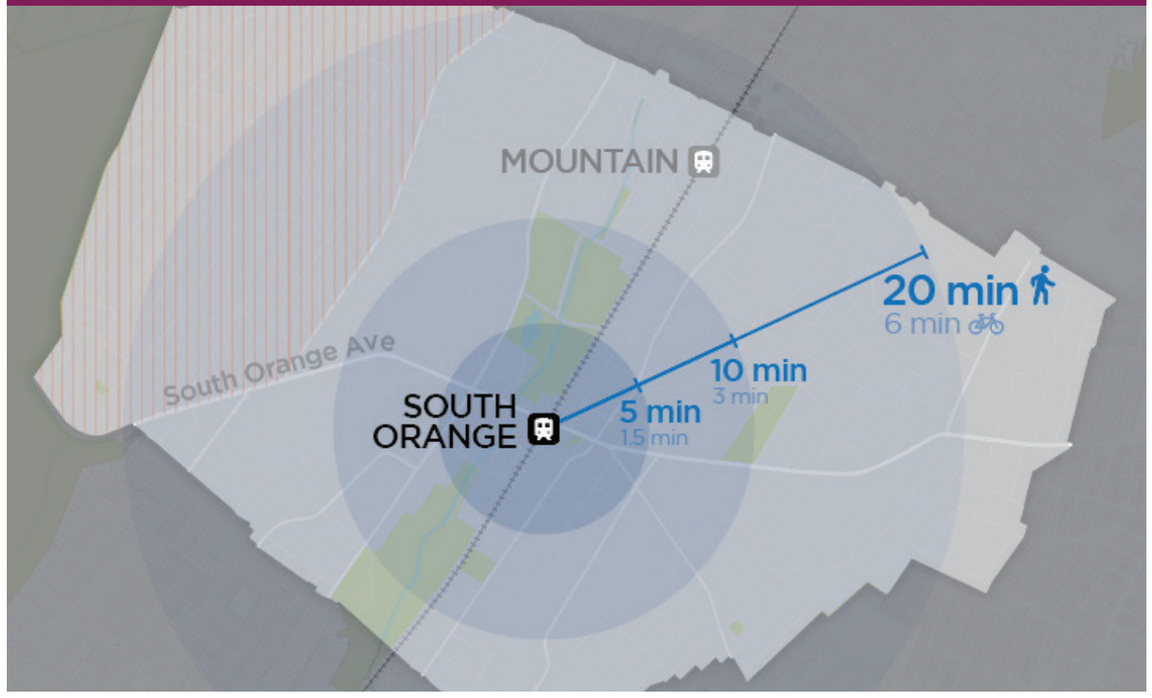
- Vehicle Crash
- Pedestrian/Bike Crashes 2014-2018
- Crash Density (Low – High)
- Municipal Boundary
- Rail Line
- Rail Station
- Arts Center
- School

0 0.2 0.4 0.8 1 MILE

South Orange's Non-Motorized Network

South Orange is a fairly compact community. Most residents live within a 20-minute walk or 6-minute bike ride to the train station or other downtown destinations, although certain residential areas in the Village may be more challenging due to topography. If South Orange becomes a place where walking and biking are the most safe and efficient way of getting from point A to B for most residents, then this could easily become the preferred means for getting around. Residents will be able to bypass peak hour traffic—alleviating congestion, promoting healthy initiatives, supporting the local economy, and reducing hazardous emissions. This will help shift the traffic burden from the residents to those who choose to cut-through the Village.

South Orange Walkability



Sidewalks

South Orange is better served by the presence of sidewalks than many of its peers, with sidewalks covering both sides of almost every street. Still, there are several major gaps in the network on arterial routes and obstructions throughout the network. These can be seen in the table below. Notably, almost the entire length of North Wyoming Avenue along its southbound side has no sidewalk. The southbound side of North Ridgewood Road has a gap in its sidewalk preceding its intersection with Tillou Road, a place that South Orange police and Village Trustees mentioned as an especially dangerous place for pedestrians.

Most neighborhoods have an uninterrupted network of sidewalks, particularly those in the Village's east and north-central portions. That said, there are major gaps in the network in the Village's western-most neighborhoods: Newstead, South Mountain, and Upper Wyoming. The gaps are especially unfortunate in the South Mountain neighborhood, which is located close to downtown.

Notable Gaps in Sidewalk Network

STREET	ROAD SEGMENT (STREETS BETWEEN)	DIRECTION	SIDE OF STREET
N. Ridgewood Rd	Walnut Ct and Melrose Pl	Southbound	West
N. Ridgewood Rd	Beech Spring Rd and Tillou Rd	Southbound	West
S. Ridgewood Rd	Lenox Ave and Cedar Ln	Southbound	West
N. Wyoming Ave	Luddington Rd and Overhill Rd	Southbound	West
S. Wyoming Ave	Lenox Ave and Cedar Ln	Southbound	West
Montrose Ave	Scotland Rd and Woodland Pl	Eastbound	South

Source: Sam Schwartz, Topology

Sidewalks (cont.)

Members of the South Orange Transportation Advisory Committee (SOTAC) observed that many South Mountain residents walk to the train station under these conditions. Additionally, the sidewalks close to South Mountain Elementary School and Annex are inadequate. These gaps must be addressed to make South Orange equitably walkable.

Since 2000, the Village has worked with Essex County to make activity centers more pedestrian-friendly. The County Division of Roads and Bridges installed bump-outs on South Orange Avenue's downtown segment. The County has put in crosswalks with brick pavers in this section and at the intersection of Third and Valley Streets. With its public spaces and alleyways, the Central Business District is primed to be a shopping district that can be covered easily by foot once appropriate infrastructure is in place.



Newstead Street Without a Sidewalk

Bicycle Facilities

The bicycle infrastructure in South Orange is extremely limited. The Village has only one section of dedicated bicycle lanes along a portion of Mead Street that connects Meadowland Park to Vose Ave. The greenway envisioned in the Rahway River Corridor Plan is designed with bicycle travel in mind. Once the greenway is completed, bicyclists will be able to ride through South Orange and safely reach Maplewood and other Essex County communities. Improving bicycle infrastructure throughout the Village will increase the potential benefit of the greenway for cyclists.'

Most of the public bicycle racks are in the Village's core. Of these, the most notable are those installed at the train station. Consultants found that the racks were close to capacity on weekdays and even weekends. Some bicycle amenities are also installed at some of the community's public facilities, particularly the parks along the Rahway River corridor. These amenities would form a strong foundation for the planned greenway, and help connect several schools.

The Village requires some private development to provide on-site storage for bicycles. Municipal codes require multifamily development to provide space for 1 bicycle for every 3 residential units.



Bicycle without a bike rack

Safety

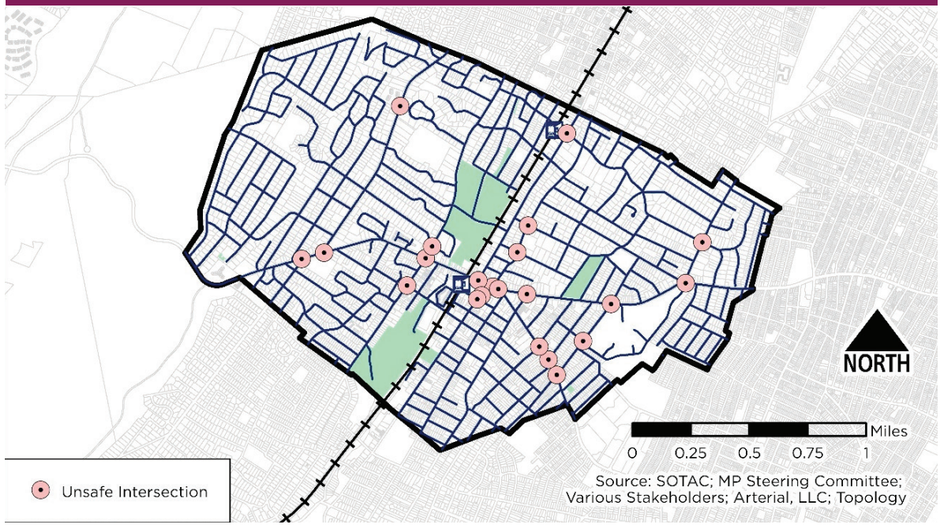
Intersections often have the most conflict points and highest potential for dangerous accidents. They should be designed in a way that minimize conflicts between cyclists, pedestrians, and drivers. The intersections in the map below show intersections of particular concern to stakeholders.

Data showed eighty-nine crashes involving pedestrians and bicyclists occurred between 2014 and 2019. Bicycle and pedestrian crashes typically occurred at the peak late afternoon or early evening hours. A sizable percentage of crashes, 42%, occurred at dusk or at night when visibility is limited.

Pedestrians and bicyclists lack protection and are, therefore, more likely to be injured when hit by a moving vehicle. Since 2014, more than half of the crashes involving bicycle and pedestrians, or 52 percent, resulted in a possible injury. Two pedestrians have been killed in this timeframe. Residents and Seton Hall students said that Ward Place in particular was so dangerous that it kept people from walking to and from the university.

The analysis found pedestrian and bicycle crashes clustered in several locations. South Orange Avenue alone accounted for 42 crashes, or almost half of all crashes involving bicyclists and pedestrians. Irvington Avenue also had an exceptionally high number of bicycle and pedestrian crashes as did, to a lesser extent, Scotland Road. While Valley Street had a high number of crashes overall, few involved bicyclists or pedestrians except for a handful near its intersection with South Orange Avenue. The narrowness of the street may make it a safer place to walk or narrow sidewalks could result in less pedestrian/bicycle traffic overall.

Intersections Identified by Stakeholders as Unsafe



There are several clusters of bicycle and pedestrian crashes on collector streets. Prospect Street, where 15 percent of all bicycle and pedestrian crashes have occurred, is particularly bad. The street is a popular north-south route for bicyclists traveling between Maplewood and South Orange. Sightlines are poor close to the Village core while, closer to Maplewood, the width of the road increases and cars are apt to accelerate. Other streets that have high rates of bicycle and pedestrian crashes include Centre Street, Walton Road, Ward Place, and Montrose Avenue.

Vehicular Crashes with Pedestrian & Bicyclists 2014-2018

SEVERITY	TOTAL CRASHES	SHARE OF CRASHES
Possible Injury	47	52.2%
No Apparent Injury	19	21.1%
Suspected Minor Injury	18	20%
Suspected Serious Injury	4	4.4%
Fatal Injury	2	2.2%

Source: Sam Schwartz, Topology

Observations

- Many drivers fail to completely stop for pedestrians, particularly at crosswalks located in the middle of a block.
- Cars traveling on South Orange Avenue frequently turned left onto Valley Street and Scotland Road even as pedestrians were crossing those roads and in the crosswalks.
- Many motorists drove aggressively, endangering pedestrians, other drivers, and themselves. Drivers even drove aggressively on South Orange Avenue's downtown segment, the most walkable place in the community, where motorists should theoretically drive with the greatest care. Here, drivers sometimes drove at speeds greater than the posted speed limit. The team also saw many cars on South Orange Avenue pass on the right to enter a busy intersection when cars ahead of them were turning left. The consultants also saw many instances of unsafe driving at Irvington Avenue.
- Large numbers of pedestrians crossed South Orange Avenue at peak hours to go to and from the train station. Unfortunately, many crossed outside of the intersection, exposing themselves to vehicular traffic. The railroad overpass, which reduces the sight distance for cars traveling eastbound, exacerbates this problem.
- South Orange Avenue and Prospect Street is signalized but lacks signal heads for pedestrians. These should be installed, preferably with countdown timers and ADA-compliant push buttons. Vehicles approaching eastbound on Irvington Avenue were especially apt to either enter the Irvington Avenue crosswalk or to turn onto Prospect. Additionally, the irregular angles of this intersection create poor sightlines for vehicles turning onto South Orange Avenue, especially for left turns. The Village should implement LPIs to alleviate this situation.
- Significant pedestrian-driver interaction was observed on Third and Sloan Streets. Pedestrians walking from the train station were subjected to aggressive driving from all directions. This included conflict with drivers exiting the Third and Valley parking garage, drivers turning onto Third Street from Sloan, and through traffic on Third Street.

MOBILITY - CONTEXT + OBSERVATIONS - *What Does Mobility in South Orange Look Like Today?*

Mass Transit

As mentioned, South Orange is better served than most of the communities in the state with mass transit options. This helps South Orange maintain its high standing in ridership with NJ Transit and provides opportunities for all types of residents.

South Orange Station, along with the surrounding developments, serves as the cultural and economic heart of the Village



Bus Stop, NJ Transit

Commuter Train Service

New Jersey Transit trains stop in two places in South Orange: the eponymous South Orange station downtown and Mountain station, three-quarters of a mile to the north. The two stations are stops on the railroad's Morris and Essex line, which provides service to New York, Hoboken, and the Newark Broad Street Station. Service at the South Orange station, located in the community's walkable core, is far more frequent than at the Mountain Station, which is in a quiet residential setting. The downtown station, which, in 2018, had an average weekday ridership of 4,078 trips, is one of the busiest stations in the state and the third busiest train station on the Morris and Essex line, trailing only New York Penn Station and Hoboken.

In addition to providing regional access, South Orange Station, along with the surrounding developments, serves as the cultural and economic heart of the Village. Nearly all of South Orange's residents live within a mile of this station. Not many towns in New Jersey have such a charming, historic structure that hosts a mix of active ground floor uses. Restaurants, bakeries, cafes, and other commercial uses line Sloan Street just below the train tracks. Farmer's markets, concerts, and seasonal events take place on Sloan Street and Spiotta Park, which lies just a block to the east.

Commuters use a variety of means for the last leg, or 'last mile' of their commute to and from the train station. Residents walk, bicycle, board a jitney, order an Uber or Lyft, or walk to the adjacent commuter parking lot to get in their car and drive home.

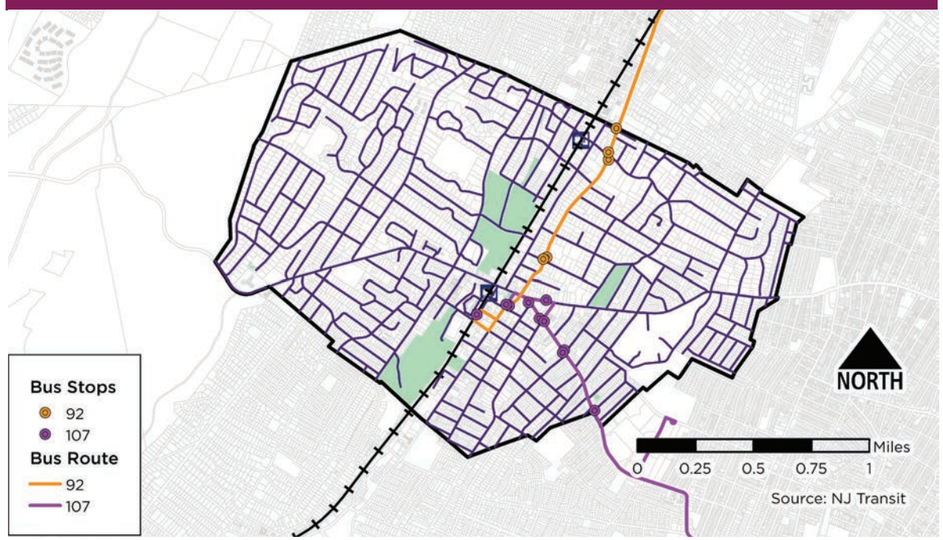
The space outside the train station has facilities for each of these 'last mile' modes. These facilities are poorly situated, resulting in confusion, unnecessary delays, and unsafe conditions at rush hour. The nearby surface parking lots, on-street parking, and their travel lanes are poorly organized. Drivers flout the posted rules, compete for spaces, and park in the wrong direction on Sloan Street. There is no dedicated space for a "kiss and ride", and drivers idle and stop wherever it's most convenient to pick up and drop off passengers. The pickup area for South Orange's jitneys is nestled deep inside the parking lot at SOPAC. Jitneys operated by West Orange wait on South Orange Avenue, obstructing traffic while the passengers they pick up delay traffic further. Neither the jitneys nor the NJ Transit bus stops nearby have the amenities that many modern bus stops offer. While there is bicycle parking at the train station, there are no supportive bike amenities like lockers.

The train station has vast social and economic potential, but it requires a design that addresses these issues to fulfill its potential.

Regional Bus Service

There are two NJ TRANSIT bus routes serving South Orange: Route 92 (South Orange – Branch Brook Park Newark Light Rail Station) serving South Orange, Orange, East Orange, Bloomfield, Belleville, and Newark and Route 107 (South Orange Rail Station – Port Authority Bus Terminal, New York City) serving South Orange, Maplewood, Irvington, Newark, Union City, and New York City. Three NJ TRANSIT bus stops have shelters with canopies: Valley Street and 1st Street, Sloan Street, and – in front of Village Hall - Irvington Avenue and Academy Street.

NJ Transit Bus Service



Jitney + SHUFly

In addition to NJ TRANSIT bus routes, four jitney lines provide intra-Village transit to and from the South Orange Station. Jitneys run on non-holiday weekdays from approximately 5:30 AM – 9 AM and 5:30 PM to 9 PM, with late night service running through approximately 11:30 PM. The Village's jitneys pick up and drop off on the westbound side of the train station, specifically the traffic circle in front of SOPAC.

Jitneys from West Orange drop commuters off at the train station, as well. These jitneys stop beneath the railroad tracks on South Orange Avenue. As noted, this stop contributes to traffic congestion by obstructing the views of motorists and complicating traffic patterns.

Lastly, it should be noted that Seton Hall operates its SHUFly service: a shuttle that connects students to downtown, Valley Street, and other destinations.



Jitney Stop on SOPAC Side of Train Station



Recommendations

As described, South Orange is blessed to have a rich variety of mobility assets and a built environment suited for bicycling, walking, and mass transit. In many cases, the existing infrastructure fails to capitalize on these assets. The community needs a mobility plan that capitalizes on those assets and integrates them into a multimodal system. The community sees the Master Plan as an opportunity to make South Orange a place that is truly accessible to all residents, whatever their preferred mode of transit.





South Orange Train Station

01

Goal: Make Walking More Attractive for All Users

Prioritize interventions that create a pedestrian experience that is complete, safe, fun and accessible.

South Orange streets should be open to all users. The Village is a compact, human-scale community with mass transit facilities that are centrally located. The community should be a paradise for bicycling and walking and the public has clearly indicated they would like it to become one. The recommendations propose steps to make it safe and easy to move around South Orange without needing a car.

Community Feedback:

"Businesses should have more bike racks in front."
"Crossing streets can be hard. People don't stop."

Objective 1.1: Improve Sidewalk Network and Eliminate Gaps in the Sidewalk

Pedestrians should never have to walk alongside vehicular traffic or roadway shoulders. Sidewalks should be provided on every street in the community. The Village should eliminate gaps in the network, and more broadly, the Village should have a coherent vision for sidewalks standards. Sidewalks should be continuous, safe, and sized in proportion to the type of street they are on.

Downtown avenues, residential boulevards, and neighborhood main streets should have the widest sidewalks since they tend to have the highest amounts of pedestrian activity. These streets should have a minimum through zone for pedestrians that is clear of obstructions of six feet. Furthermore, they should have a furnishing/amenity zone for lighting, benches, bike racks, utilities, transit shelters, and way-finding signage, preferably between the sidewalk and the roadway.

Areas with less pedestrian activity such as local connectors and local residential streets should maintain a 5' wide sidewalk minimum. These sidewalks should be separated from live traffic with a planted buffer.

Strategies

1. Adopt an ordinance that requires a minimum width of five feet of unobstructed sidewalk for local connectors and streets in residential areas and six feet for downtown avenues, residential boulevards and neighborhood main streets.

2. Survey streets in residential areas throughout South Orange to identify places without sufficient or existing sidewalks. The survey should also identify any segments of the network in a state of disrepair or with obstructed throughways. This survey should be repeated every three years to ensure that sidewalks are adequately maintained.

3. The Village should investigate and install sidewalks in the following locations.

MOBILITY - RECOMMENDATIONS - *Goal 1: Make Walking More Attractive for All Users*

Notable Gaps in Sidewalk Network

STREET	ROAD SEGMENT (STREETS BETWEEN)	DIRECTION	SIDE OF STREET
N. Ridgewood Rd	Walnut Ct and Melrose Pl	Southbound	West
N. Ridgewood Rd	Beech Spring Rd and Tillou Rd	Southbound	West
S. Ridgewood Rd	Lenox Ave and Cedar Ln	Southbound	West
N. Wyoming Ave	Luddington Rd and Overhill Rd	Southbound	West
S. Wyoming Ave	Lenox Ave and Cedar Ln	Southbound	West
Montrose Ave	Scotland Rd and Woodland Pl	Eastbound	South

Source: Sam Schwartz, Topology

Objective 1.2: Design pedestrian networks to remove barriers and ensure access for individuals of all stages, ages, and abilities.

All pedestrian facilities should conform to the standards set by the Americans with Disabilities Act (ADA). These standards should apply to all sidewalks, curb ramps, and crosswalks. Ramps should be maintained and have detectable warning surfaces while sidewalks should have unobstructed through zones that are maintained at a minimum distance.

Primary corridors in the Village, particularly those traveled most by pedestrians, should receive the most attention. These corridors include Valley Street, South Orange and Irvington Avenues. Residents with limited physical mobility should have an adequate amount of time to cross the street and be able to effortlessly travel between streets, sidewalks, and buildings. Extending these principles and standards into existing public open space is also important to a resident's overall quality of life.

As recommended below, South Orange should make intersections as safe and easy to access as possible. While benefitting all residents, they are especially helpful to persons who have special needs.

Strategies

1. Work with Essex County to install accessible pedestrian signals along Valley Street, South Orange and Irvington Avenues, particularly in and around their business districts. These signals should have pedestrian push buttons with locator tones.

   Buttons should be located within easy reach of persons in wheelchairs. The United States Access Board recommends mounting push buttons 42 inches above the ground and that the location of the buttons be within 5 feet of the crosswalk lines and within 2 feet of the top of the curb ramp.

   There should be tactile arrows and other wayfinding direction for pedestrians who are blind. The signal should provide walk indications in an audible format and buttons should have audible locators.

2. Work with the South Orange Village Center Alliance, individual businesses, SOPAC, Seton Hall, and places of worship to install ramps that are ADA accessible throughout the downtown as extensively as possible.

3. Work with organizations serving persons with special needs to ensure that signage is placed near facilities that appropriately warns drivers to drive with special care.

Push Button with Accessible Features on Irvington Avenue

MOBILITY - RECOMMENDATIONS - *Goal 1: Make Walking More Attractive for All Users*



Objective 1.3: Create active spaces that welcome interaction and encourage people to bicycle and walk.

Streets are more than routes that link us from place to place. They're also community spaces in their own right. Streets should be designed to encourage people to leave the private space of the home and car and venture into a public realm that is warm and inviting. Public spaces and streetscapes should be designed to encourage interaction and to make traveling without a car enjoyable and convenient.

Strategies

1. Maintain the historic rhythm and scale of blocks. There should be no cul-de-sacs or gated communities that interrupt this rhythm and restrict movement to such a degree that it isolates members of the community from one another.

2. Work with the South Orange Village Center Alliance to incorporate public art, cultural signage, benches, trash receptacles, landscaping, and other design elements that would make the downtown an accessible and appealing place to visit. The existing elements and amenities are inadequate and could be greatly expanded.

3. Require parking areas for all development to be located behind buildings and with adequate screening and separation from the public right-of-way.

4. Eliminate requirements that effectively prohibit parklets in front of commercial, mixed-use, institutional, and multifamily uses along arterial and collector streets.

5. Loosen restrictions and remove regulatory barriers to the street-side preparation and sale of food and other goods.

6. Enact an ordinance that regulates curb cuts and limits their length in the downtown commercial district. This should extend to such auto-dependent commercial uses as garages, auto bodies, and car washes.

7. Require that green spaces and plazas included in large mixed-use developments be located on the perimeter of lots and accessible from the public right-of-way.

MOBILITY - RECOMMENDATIONS - *Goal 1: Make Walking More Attractive for All Users*

Objective 1.4: Plan and Establish New Pedestrian Corridors

The Rahway River Greenway Plan is more relevant than it has ever been. South Orange needs a pedestrian-only space where residents can immerse themselves in the natural environment. The Village should anticipate and resolve to overcome any bureaucratic and logistical obstacles that may thwart the Greenway's completion.

Simultaneously, the community should create a shared-use path east of the railroad right-of-way. This would improve mobility for residents of existing and future multifamily developments and provide a safe route for students to travel to and from Columbia High School. The new path would better channel pedestrian traffic and reduce the number of points that pedestrians cross Valley Street.



Crosswalk for the Greenway on South Orange Avenue

Objective 1.4: Plan and Establish New Pedestrian Corridors (cont.)

Strategies

1. Negotiate with New Jersey Transit to come to an agreement that allows the Greenway to connect through the existing train station parking lot.

2. Given the uncertainty of the negotiation process, move forward with the plans laid out in the Land Use and Community Form Element as a near-term measure related to this area.

3. Establish a safe pedestrian crossing for the Greenway at Third Street. The crossing should have elements similar to those at the South Orange Avenue crossing including pavers, landscaping, curb cuts, striping, and directional and wayfinding signage.

4. Create a new shared-use path located to the east of the railroad right-of-way that runs parallel to the railroad. The path should run behind along the rear of the parcels on Valley Street. Where appropriate, residents and business owners should have access to enter and exit the path. The space should also feature pedestrian and cycling amenities such as benches, appropriately scaled lighting, planting, and bike storage facilities. Bicycle facilities are essential, particularly given the limited space nearby Valley Street.

7. Work to integrate the Greenway with the Gaslight Commons and to mitigate any adverse impact that parking and traffic circulation has on the Greenway's use.



Objective 1.5: Plan and collaborate to produce a bicycle network that provides a realistic and efficient alternative to car travel

The Mobility Element supports and wishes to build on the Bicycle Network Plan prepared by the South Orange Transportation Advisory Committee (SOTAC). South Orange's bicycle culture and community is still in its early stages.

To spark a robust culture of biking, the Village should establish a network of protected bicycle facilities that addresses safety concerns. Safety fears constitute one of the biggest obstacles to residents bicycling in large numbers. Bicyclists should have raised and/or protected lanes that provide comfort and protection. Dedicated bicycle infrastructure significantly reduces the risk of a crash and the level of stress for bicyclists. Infrastructure should be prioritized on key arterials and high-volume collector routes since local streets are already low-stress routes for bicycle travel. These facilities should link the major activity centers in the Village and provide access to business districts like Seton Village and the downtown.

Strategies

1. Adopt a Village-wide bike master plan that emphasizes protected bike facilities on major thoroughfare. Establish a demonstration project to test bike lane configurations.

2. Perform an inventory of arterial and collector streets to determine level of need and feasibility to prioritize the installation of bicycle infrastructure. Selection of specific facilities should follow the guidelines provided in the NJ DOT Complete Streets Guide.

3. Create a protected bicycle lane that runs along South Orange Avenue and connects to Seton Hall University. Standards for this bicycle lane are detailed in Goal 3.

4. Investigate and work with bike share vendors to install equipment in the downtown, in parks, and major activity centers like Seton Hall University.

5. Work with Seton Hall University to encourage bicycle travel by students, to provide safe connections on South Orange Avenue, Ward Place, and Irvington Avenue to travel to and from the campus, and to ensure that there is ample bicycle storage on campus.

Objective 1.6: Allow and Install Systems for E-Bikes, Scooters, and Other Personalized Transport

South Orange should provide such modern mobility options as e-bikes and scooters. Municipalities elsewhere in New Jersey such as Hoboken and Asbury Park have experimented with these initiatives already, working out the kinks and showing that political support exists for these travel modes. The public indicated that it would be nice to have access to these options, and students at Seton Hall said they would welcome these forms of personalized transport while others hoped that scooters would allow them to spend less time in a car.

Strategies

1. Survey appropriate locations to install facilities downtown, on Irvington Avenue, and on Valley Street. Parks should also be considered to see if installing equipment is advantageous. The Parking Authority should perform a survey of all municipal parking lots to calculate the appropriate number of automobile spaces that can be converted to parking for scooters and e-bikes.
2. Designate and work with a vendor to bring scooters and e-bikes to South Orange.
3. Revise municipal codes as necessary to permit e-bikes, scooters, and other forms of personalized transport.
4. Support mass transit by adding infrastructure. These can include structured bike parking, bike share stations, bike lockers, scooter share stations, and bike repair stations. These should be located immediately adjacent to the train station entrances.
5. Collaborate with institutional stakeholders, such as Seton Hall or high schoolers, to set up equipment and dedicated spaces for scooters and to promote their use along with appropriate safety practices.



Scooter Share

Objective 1.7: Cultivate a Strong Bicycle and Pedestrian Culture

The Village should consider policies that will support an active pedestrian and cycling culture and reduce reliance on car use. Building a robust bicycle and pedestrian culture is necessary to create a foundation for future bicycle and pedestrian improvements. Walking and bicycling also encourages motorists to drive more safely, which makes streets more livable for everyone.

Strategies

1. Create a Safe Routes to School (SRTS) program with regular events that promotes the regular use of pedestrian and bike infrastructure to access schools, community centers, parks, churches, and other destinations. A “Walking School Bus” allows children to walk to school in a supervised group. This advances a safe culture of walking and cycling, while reducing car trips and congestion from parents driving their kids to school.
2. Create an online rideshare platform for South Orange that connects residents for car-pooling purposes. This could be where residents organize bike rides or advocate for mobility-related groups
3. Create a Village-wide bike share and e-scooter share system. This could be sponsored by local banks or businesses.
4. Incentivize developers to incorporate design features on their site that serve mobility-related goals.
5. Require flexible parking spaces to allow for rideshare pick-ups and drop-offs



Sidewalk on Clark Street Close to Montrose School



Intersection of South Orange Avenue and Centre Street

02 Goal: Make Streets Safer for All Users

Through physical interventions and placemaking strategies

Residents have major concerns about the safety of South Orange's streets. They urged that action be taken to improve safety at every stage of engagement for the Master Plan.

Streets should be safe for all users. That said, bicyclists and pedestrians are among the most vulnerable users of street space and their safety requires additional care. Parents should be confident that their children can safely walk and bicycle to the school, the library, or the park. Aging residents should be able to cross streets safely to allow them to exercise and walk around their neighborhood.

Intersections have the most conflict points and highest potential for dangerous accidents. They should be designed in a way that minimize conflicts between cyclists, pedestrians, and drivers. The intersections of South Orange Avenue and Centre Street and the intersection of Third Street and Ridgewood Road have been identified as problem areas during community meetings. All intersection configurations depicted in the Plan are conceptual in nature and would require additional analysis, assessment, and engagement to determine whether they are feasible capital improvements.

Objective 2.1: Make intersections safer for pedestrians, bicyclists, and other vulnerable users

Pedestrian facilities at intersections should be upgraded as appropriate to comply with the latest ADA Accessibility Guidelines and the NJDOT Roadway Design Manual. Curb ramps should be designed in accordance with NJDOT Standard Roadway Construction Details. Providing compliant pedestrian facilities including curb ramps, traffic control, pushbuttons, sidewalk and crosswalks provides safe travel conditions, promotes mobility, and improves accessibility for people with disabilities. ADA improvements are required for most federally and state funded construction projects, including pavement resurfacing.

Strategies

1. Make crossing distances as short as possible. People should not have to cross more than two lanes of traffic without a protected median.
2. Provide bike boxes at intersections, which put cyclists in front of stopped cars.
3. Explore redesigning irregularly shaped intersections, such as Irvington Avenue and Prospect Street or South Orange Avenue and Ridgewood Road, to improve street geometry and to add elements that encourage motorists to drive responsibly and watch for pedestrians, cyclists, and other users.
4. Establish policies to ensure that excess space at intersections be dedicated to pedestrians.
5. Establish a mandatory policy to investigate and install signage and lane markings to warn pedestrians and bicyclists where arterial and collector streets intersect with corridors traversed by large numbers of bicyclists and pedestrians.
6. Leading pedestrian intervals (LPI) should be implemented at signalized intersections wherever possible. This head start allows pedestrians to better and more visibly establish their presence in the crosswalk before conflicting vehicles turn left. As a result, they reduce pedestrian-vehicle conflicts, increase the likelihood that motorists will comply and yield to pedestrians in crosswalks, and increase safety for residents with mobility restrictions. LPIs are also a low-cost countermeasure that only require a signal timing change. While LPIs should be considered for all signalized intersections, particularly along South Orange Avenue intersections at Sloan Street, Prospect Street, SOPAC Way, Irvington Avenue, Valley Street and Scotland Road.

Objective 2.1: Make intersections safer for pedestrians, bicyclists, and other vulnerable users (cont.)

Strategies

7. Signals should be upgraded to increase visibility. Improving the visibility of traffic signals can reduce crashes by approximately 7 to 15 percent. Improvements can be made through a variety of inexpensive measures. These include replacing 8-inch incandescent signal heads with 12-inch LED signal heads; installing retroreflective backplates; installing pedestrian signal heads as required by MUTCD; and additional signal improvements are required to comply with the Americans with Disabilities Act. Improvements should be considered for signals throughout South Orange. Installation of additional signals heads or upgrading to 12" signal heads may require replacement of the mast arm, signal pole, and foundation to compensate for the additional loading.

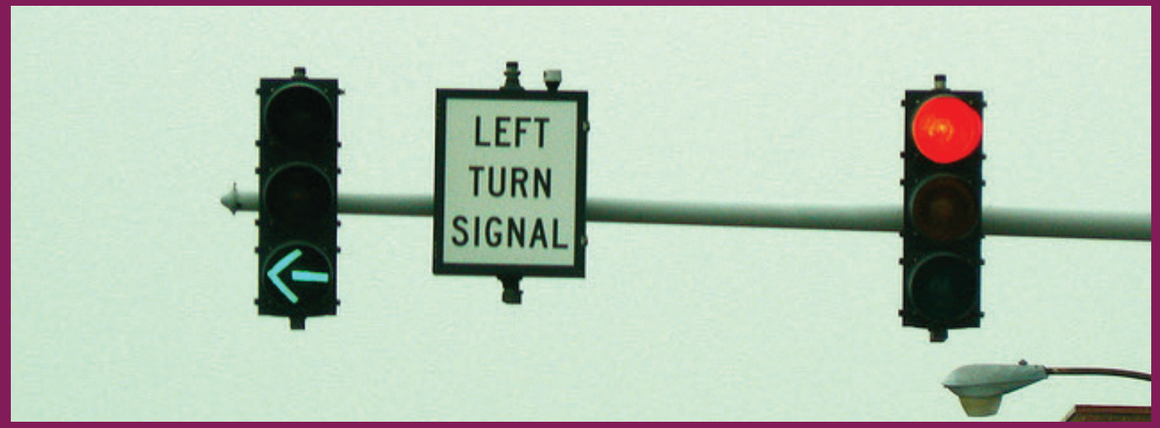
8. Require new development at intersections on Valley Street and Irvington Avenue to be set back a short distance from the lot line to provide adequate sightlines for safe travel through intersections.

9. Adopt an ordinance that requires property owners to clear and maintain landscaping so that sight triangles are preserved at intersections in residential areas.

10. Establish a safety standard that the turning radii at intersections should not allow for speeds higher than 15 miles per hour. This standard should be followed when considering improvements.

11. Consider improving intersections throughout the street network to reduce the number of conflict points at intersections. Most of the intersections along arterial roads do not have turning restrictions, including South Orange Avenue. Turning movements increase the number of potential conflict points and, thus, put pedestrians at greater risk. Prohibiting turning movements, by contrast, reduces the number of conflict points at which a motorist crosses, merges with, or diverges from a street. Side-crashes, rear-end crashes and crashes at an angle account for a disproportionately large percentage of crashes in South Orange. Prohibiting left and U-turns at intersections can reduce these types of crashes by as much as 78 percent.

12. Study and make safety interventions at intersections identified as unsafe by stakeholders.



Protected Turn Signal

Intersections that have existing access restrictions and appropriate traffic conditions should be considered for turning movement restrictions immediately. These include:

- At unsignalized intersections and driveways,
  - Prohibit left turns from minor roadway approaches onto the major arterial
  - Prohibit left turns from major arterials approaches onto minor roadways
  - Prohibit the through movement along minor roadways when crossing a major arterial
- At signalized intersections without dedicated left-turn lanes, prohibit left-turns from the major roadway approaches onto minor roadways.
- At signalized locations with dedicated left-turn lanes, change left-turn phasing from protected-permitted, to protected only.
- At mid-block access points, prohibit left turns into and out of driveways.
- Locations where left turns are permitted should be restricted to high-visibility, signal controlled intersections preferably with protected left-turn phasing, where conflicting motorists and pedestrians will anticipate left turns.
- Appropriately spaced roundabouts or roundabout pairs can be implemented at intersections along a corridor to allow for convenient and safe U-turns and overcome access restrictions associated with reducing turning movements.

Objective 2.2: Calm Traffic and Make Streets Safer for Everyone

Residents actively bear the burden of traffic that cuts through their neighborhood. South Orange needs a strategic approach to local street design that discourages speeding and cut throughs on local roads.

All residential streets in South Orange should be comfortable, welcoming spaces where families are comfortable walking, children can play, and neighbors can socialize.

Strategies

1. Residential streets that have high rates of cut-through trips should be improved to calm traffic.

2. Since driving behavior changes, making it challenging to anticipate which streets may become 'cut-throughs', the Village should establish a process for residents to report cut-through traffic and request a traffic calming measure. Prioritize cut-through streets and dangerous intersections identified herein.

3. Study and implement all-way stop control on intersections in residential areas as thoroughly as possible. These interventions should follow the guidelines prescribed in the NJDOT Complete Streets Guide.

4. Make it a policy to ask NJDOT for permission to install traffic calming measures whenever safety improvements are proposed and NJDOT is necessary. While NJDOT does not have to agree to every request, it this would enact system-wide improvements in the long run.

5. Immediately begin to make upgrades to streets identified previously by stakeholders as having high cut-through traffic. These streets include those highlighted in the map below.

6. The following traffic calming treatments should be considered at appropriate places Village-wide.



Mini Roundabout

Instead of a straight through movement at intersections, mini roundabouts require cars to slow down, deflect, and maneuver around the roundabout. This creates fewer potential conflict points, making them a safer alternative to traditional intersections. These are most appropriate when two local residential streets meet.



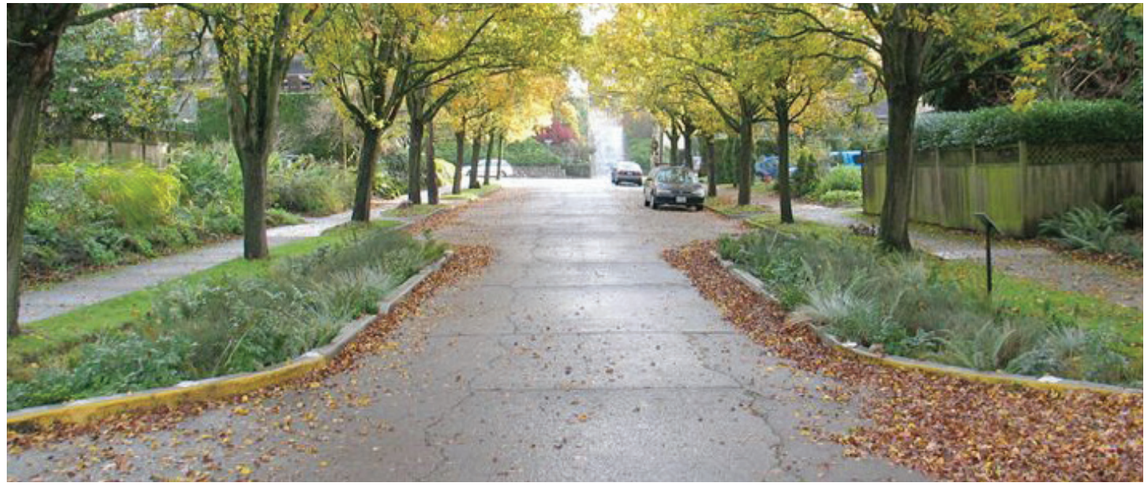
Chicane

Chicanes are curb extensions that require cars to shift their alignment as they pass through the travel lane. Chicanes prevent cars from barreling straight through a street. The shift results in slower speeds and increased safety for cyclists and pedestrians. These are appropriate on all local connector and local residential streets with observed vehicular speeds exceeding 25 mph.



Pinch Point

Pinch points are a pair of curb extensions located mid-block that produce an hourglass-like shape. They can serve to minimize crossing distances for pedestrians, but also slow cars down. These are appropriate on all local connector and local residential streets with observed vehicular speeds exceeding 25 mph.



Speed Hump

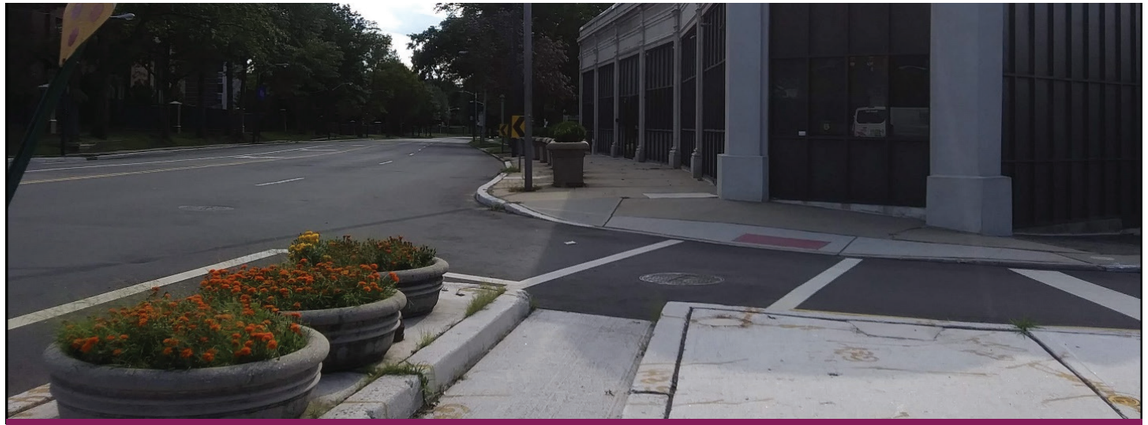
Traditional speed humps can be used to slow down traffic in residential areas. These are appropriate on all local connector and local residential streets with observed vehicular speeds exceeding 25 mph.



Objective 2.3: Redesign South Orange Avenue + Irvington Avenue

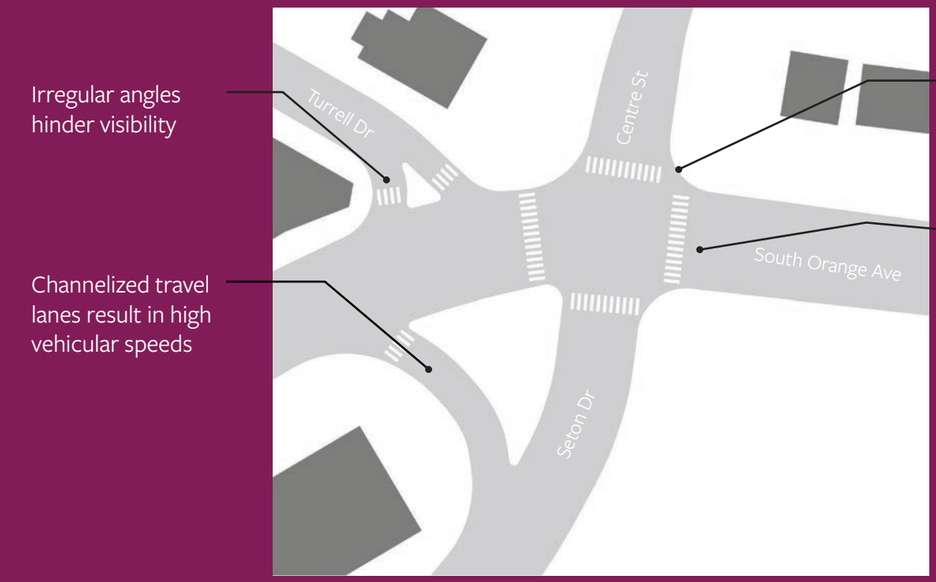
The intersection of South Orange Avenue, Scotland Road/Valley Street, and Irvington Avenue is the center of the South Orange Downtown and the busiest in the Village for pedestrians and motorists. The signalized portion includes three-lanes at each approach, creating a long crossing distance for pedestrians. In the eastbound direction, the right turn from South Orange Avenue onto Irvington Avenue has a large turning radius, which encourages high speed turns through several striped crosswalks. Geometrical improvements should be considered at this location to simplify geometry, particularly at the triangle between South Orange Avenue, Irvington Avenue, and Academy Street. One potential alternative is relocating the Irvington Avenue leg of the intersection further to the east (at the eastern portion of the current triangle island), causing South Orange Avenue eastbound traffic to make right turns with a smaller radius at a lower speed and eliminate straightaway segments at approaches to crosswalks. This concept, along with other safety, operational, and geometrical improvements will be considered during the Physical Design Capital Plan and should be further assessed as development at this location is advanced and refined. Reconfigure street geometry at South Orange Avenue and Centre Street.

As a five-legged intersection with complicated geometry and a high crash rate, geometrical intersection redesign should be considered at this intersection. While a variety of modifications can be made to the intersection which would improve safety and operations, all would require further assessment using traffic modeling software. One potential alternative at this location is conversion of the signalized intersection to a modern roundabout. Modern roundabouts are a type of circular intersection, where all entering traffic yields to traffic within the circular intersection. Additionally, entry and departure angles are designed to reduce speed and naturally cause motorists to travel at the desired operating speed. The number of turning movements, and horizontal alignment of this intersection make it ideal for a roundabout configuration. A roundabout would not only reduce the expected crash rate at this location, but also affect the type and severity of potential crashes. While signalized intersections often experience higher speed angled and turning collisions, roundabout approaches are designed to reduce conflict points and entry angles, meaning that crashes that do occur are likely to be low speed rear-end and same direction sideswipe crashes with lower severities. If a roundabout is not desired by the community, other treatments and geometric modifications should be assessed at this location.

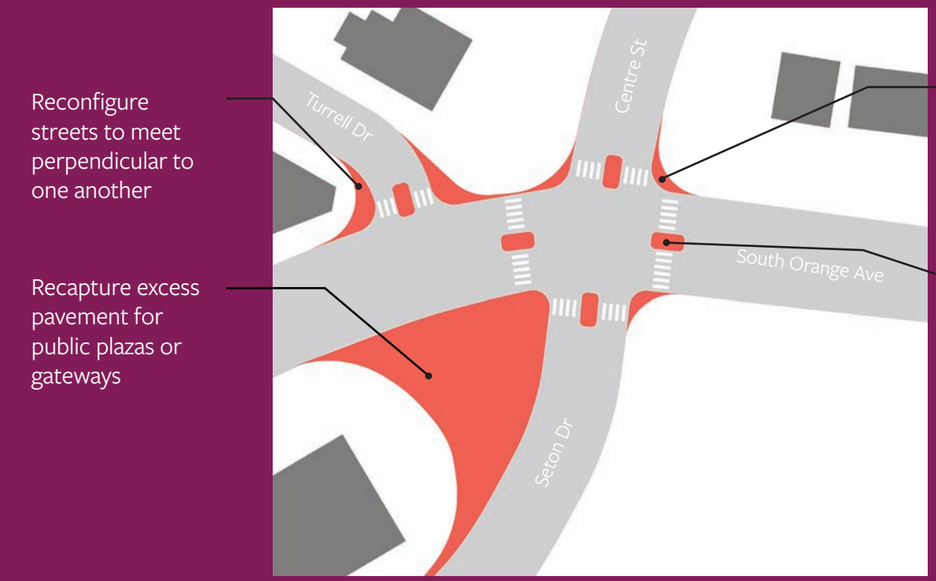


South Orange Avenue and Centre Street

Existing Conditions



Illustrative Example





South Orange Avenue in the Heart of the Downtown

03

Goal:Create Great Multimodal Corridors

South Orange's most prominent corridors can be dangerous places for the residents that use these routes to get to the Village's major activity centers These thoroughfares also provide access to residential neighbors and thus are well-traveled by almost all of the Village's residents. The opportunity exists to improve key roadways to make them safer, more beautiful, and accessible by all modes of travel.

Community Feedback:

"Walking on Valley St can be difficult as the sidewalks are weirdly mismatched, wide then narrow, lamp posts in middle make it hard to pass."

"The street scape of downtown doesn't match the aesthetic of the town."



Objective 3.1: Redesign South Orange Avenue

As a primary corridor linking residential areas, the Seton Hall campus and other destinations to the downtown and train station, it is critical that South Orange Avenue serves as a model for the type of multi-modal streets South Orange envisions. Implementation challenges include constrained right-of-way widths, high existing traffic volumes, and the need for inter-agency coordination.

More specifically, protected bicycle facilities would create a street that supports true choice in transportation and minimizes conflict between pedestrians, cyclists, and drivers. Pedestrian amenities and an inviting public realm attract shoppers and power the community's economy.

Strategies

1. To safely and viably provide connectivity by bicycle, install a raised, two-way cycle track between Ridgewood Road and Centre Street.

2. To provide space for the protected cycle track, remove the parking lane on the south side of South Orange Avenue. We estimate that this will eliminate 50 parking spaces, 19 of which are located between Ridgewood Road and Valley Street. However, residences and businesses are already served by driveways, parking lots, and off-street parking from adjacent streets. The loss of parking will need to be considered and mitigated in coordination with the South Orange Parking Authority.

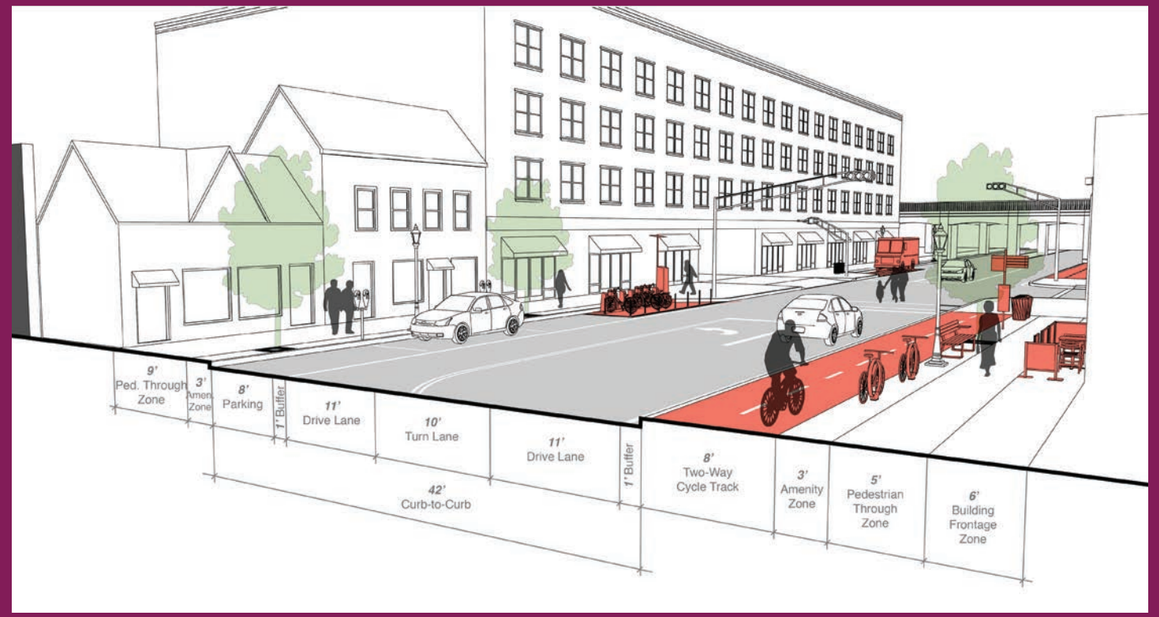
3. The parking lane to the north will remain, but should be re-striped to address the short-term loading needs that have grown in recent years. This will eliminate the need for rideshare services and "last mile" deliveries to stop in the roadway, creating conflicts and congestion. In addition, if the Village elects to implement a bikeshare / scooter-share program, associated parking areas should be demarked within the parking lane to avoid conflict with sidewalks.

4. Reduce lane widths from 12' to 11' by introducing a 12" painted shoulder on either side as depicted in the "buffer" shown within the diagram on the next page.

5. Create a consistent tree canopy on both sides of the sidewalk. Shade trees should be planted approximately every 25 feet without interfering with visibility at intersections.

6. Create a consistent tree canopy on both sides of the sidewalk. Shade trees should be planted approximately every 25 feet with the understanding that tree spacing may need to be modified to ensure visibility at intersections.

Design Characteristics



Example of intersection treatment

Sidewalks

- 12-15' wide sidewalks
- 3' min. amenity zone with trees, benches, pedestrian-scaled lighting,
- Consistent tree canopy spaced 25' apart

  5' min. pedestrian through zone
- 4'-6' building frontage zone for cafe seating

Bike Facilities

- 8' raised two-way cycle track

Parking

- 8' max. width
- Flexible parking spaces near train station and businesses for bike/ scooter share, rideshare drop off, and deliveries

Drive Lane

- 11' max width
- 1' wide thermoplastic buffer from parking lane/ cycle track
- 10' max. width for turning lane

Intersections and Crossings

- Leading pedestrian intervals at all crossings
- Highly visible, branded crosswalks for pedestrians and bikes should replace brick crosswalks as they deteriorate
- Corner radii should be designed in a way to keep cars at or below 15 mph when making turns

Objective 3.2: Make Valley Street an attractive, orderly and vibrant corridor

Valley Street should be designed to be more efficient, promote walking, and to discourage cut-through traffic. It should provide consistent space for trees and vegetation, reduce stormwater runoff, and create an attractive space for residents on Valley Street and from Academy Heights. The recommendations below are intended to dovetail with those for the train station provided in Goal 4.

Strategies

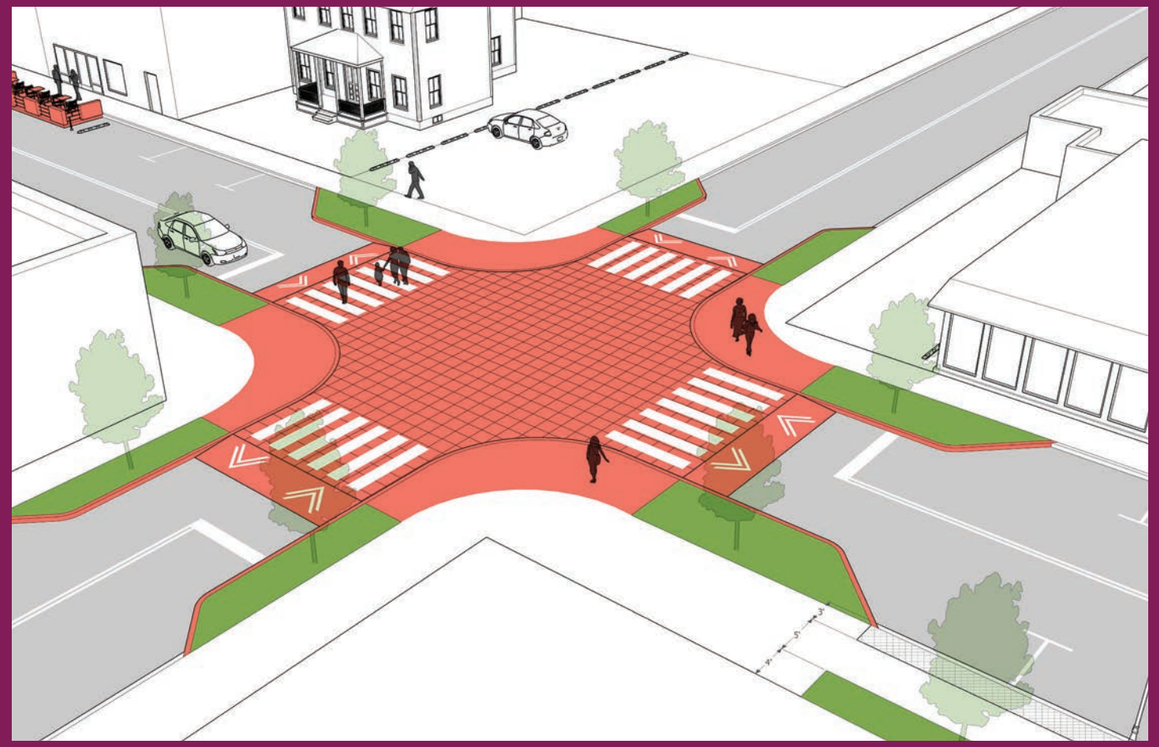
1. Adopt an ordinance so that future developments must maintain a 12' sidewalk clearance from the curb. This will increase pedestrian space and leave room for street trees, tables and chairs, and a buffer between the roadbed and sidewalk.
2. Adopt an ordinance that requires developments to provide a 4' planting zone with street trees placed approximately every 25' along the building face.
3. Intersections between Hixon Place and Ralston Avenue should feature curb extensions at all four corners. These curb extensions should feature ADA compliant ramps and stormwater management infrastructure. This will minimize crossing distances for pedestrians and serve as traffic calming measure to discourage cut-through traffic.
4. Opportunities to convert parking spaces into parklets with cafe seating in front of relevant commercial buildings, especially where partnerships with adjacent businesses can be achieved.
5. Mid-block crossings should be provided in areas that exceed 300' without a crossing.
6. Intersections between Third and First Streets should be raised to be flush with the sidewalk. This will signal one's arrival to the train station area and demand drivers to yield to pedestrians.
7. To ensure that public safety is not affected, work with Fire Department and Emergency Management Services to prepare and implement these recommendations.



Intersection of Valley Street and Third Street

MOBILITY - RECOMMENDATIONS - *Goal 3: Create Multimodal Corridors*

Design Characteristics



Example of intersection treatment

Sidewalks (Along Future Development)

- 12' wide sidewalks
- 4' amenity zone located adjacent to facade
- Trees spaced 25' apart along amenity zone
- 3' butter between parking & pedestrian through zone
- 5' min. pedestrian through zone

Intersections and Crossings

- Corner radii should be designed in a way to keep cars at or below 15 mph when making turns
- Curb extensions at each corner with storm water management infrastructure

Parking

- 8' max. width
- Parklets in front of food-oriented businesses

Drive Lane

- 11' max. width

Objective 3.3: Recalibrate Irvington Avenue to be Walkable

By providing protected cycling facilities along Irvington Avenue, the Village can enhance connections between commercial centers along South Orange Avenus, Valley Street, Irvington Avenue, and all the residential neighborhoods in between. By restriping the travel lanes, the Village can achieve a safer and more organized condition for all users. By creating a safe, regular intersection at Riggs Place and Irvington Avenue, there would be opportunities to increase the area dedicated to pedestrians and amenity spaces.

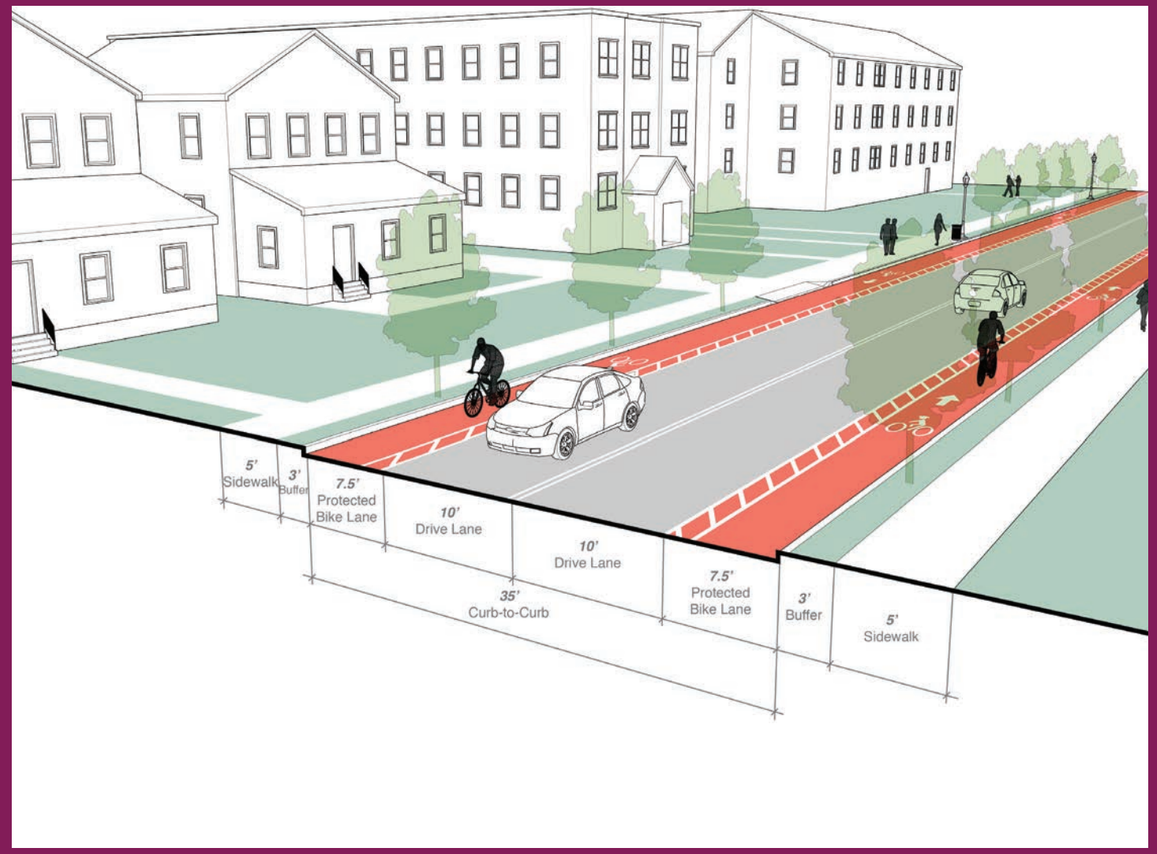
Strategies

1. Restripe Irvington Avenue between South Orange Avenue and Ward Place to reduce the travel lanes to 10' in both directions
2. Add two 5' wide bike lanes protected by a 2.5' wide painted buffer on either side.
3. Redesign the intersection of Irvington Avenue and Riggs Place to shorten pedestrian crossings and to tighten turning radii.
4. Redesign the intersection of Irvington Avenue and Ward Place.
5. Transform unnecessary right-of-way into public spaces and pedestrian improvements.



Irvington Avenue

Design Characteristics



Typical Cross Section

Sidewalks

- 5' min. width
- 3' min. tree buffer
- Consistent tree canopy

Parking

- 8' max. width between Riggs Place and Ward Place

Intersections and Crossings

- Corner radii should be designed in a way to keep cars at or below 15 mph when making turns

Drive Lane

- 11' max. width



04 Goal: Transform the train station into an efficient mobility hub that transforms the downtown

An active, bustling train station in the heart of South Orange set the Village apart from others in the region. Seamlessly integrating modes of transit and thoughtful placemaking would bring an already cherished resource to the next level. To do this, the Village must address the spatial organization of its downtown core. The area should transition seamlessly between regional and 'last mile' transportation modes. With a calm, organized flow of pedestrians, cyclists, and vehicular traffic, the South Orange train station can strengthen its position at the heart of the Village, support local businesses, and identify opportunities to create and improve existing public spaces.

The recommendations below should make it easier to use mass transit while providing space for new amenities at the station. The steps should also rearrange services and infrastructure in a way that's optimal for downtown businesses. This should increase retail traffic and make it easier for shoppers to navigate downtown.

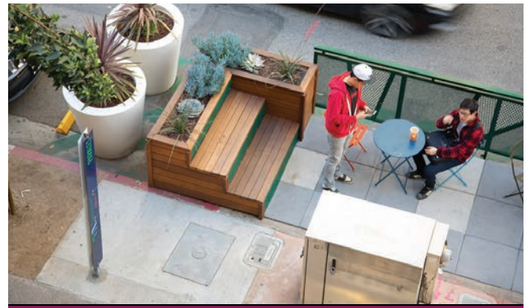
Objective 4.1: Create an Inviting Pedestrian-Oriented Space

The pedestrian realm is comprised of all the public spaces where pedestrians can circulate, socialize, wait for the bus, window shop and more. First and foremost, the pedestrian realm should be safe and easily navigated. Pedestrian elements such as wide sidewalks, wayfinding signs, clear sight lines, minimum crossing distances, curb bump outs and high visibility crosswalks are the baseline. In addition, the pedestrian realm needs to be comfortable and enjoyable.

The South Orange Master Plan envisions South Orange Station as a downtown anchor surrounded by a vibrant, mixed-use district of regional importance. For this reason, it should also include shade trees, parklets, seating areas, wayfinding, pedestrian scale lighting, public art and other elements. Care should be taken to observe and anticipate pedestrian desire lines (the most direct paths that pedestrians will want to take) and place these amenities along those routes.



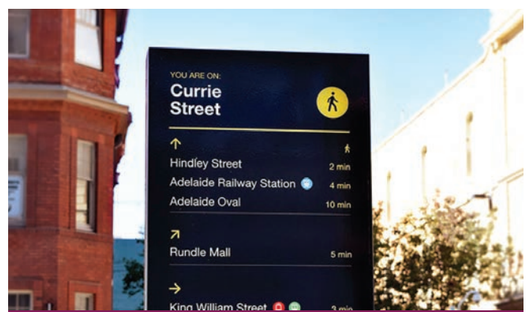
Ample Sidewalks



Seating/Social Spaces



Flush/Curbless Streets



Wayfinding/Signage

Objective 4.2: Provide amenities and facilities for “bike plus” travel options

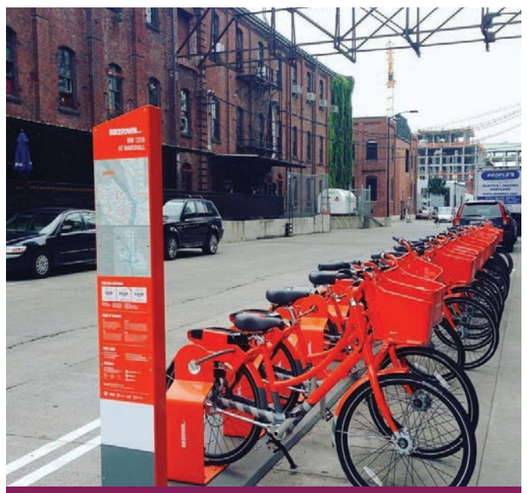
A mobility hub is a node in the transportation network that seamlessly integrates various modes of transportation. Mobility hubs increase first/last mile connectivity by providing infrastructure that supports an array of travel options. The train station, while a great asset, fails to integrate supportive uses in a way that would create a true mobility hub. Most notably, South Orange does not presently allow for so-called ‘bike plus’ options. We use the term Bike (+) as a catchall term when referring to infrastructure and facilities to accommodate conventional pedal cycles, electric bikes, electric scooters, and the like.

Strategies

1. Pass ordinances to permit personalized transport throughout South Orange. The Village should specifically allow scooters and e-bikes.
2. Work with vendors to provide stations and equipment to support these modes of travel.
3. Design train station area to provide stations for Bike (+) uses immediately adjacent to entrances to the train station. These should include e-bike share stations, as well as scooter, share stations, Stations should set up, wherever possible, to provide access to both northbound and southbound platforms. Stations should also be located on the north and south sides of South Orange Avenue.
4. Support these stations with all the necessary infrastructure such as lockers and bike repair stations.
5. The Village should perform an annual audit of these stations to look at capacity and to continually check if additional infrastructure is required.



Structured Bike Parking



Bike/E-Bike Share



Bike Lockers



Scooter Share

Objective 4.3: Strategically Position Spaces for Automobiles

Parking is necessary in downtowns, it should be located and designed to encourage activity and to create an aesthetically friendly space that all users can enjoy. However, to support the “Village Shopfront” character and to create a comfortable atmosphere for other users, parking should be kept outside of main pedestrian areas. Furthermore, a percentage of all parking spaces should be reserved for electric car charging as well as car sharing options such as ZipCar. This will reduce dependency on private automobile ownership and provide additional mobility options to the Village.

Strategy

1. A comprehensive parking inventory and strategy should be completed Village-wide and adopted as part of this Master Plan.



Car Sharing



Electric Car Charging



Designated Drop-Off Lanes



Kiss and Ride Lane

Kiss and Ride” is a term used to describe designated pick-up/drop-off areas. They allow cars to pull aside and wait for train passengers without idling in traffic, which avoids traffic conflicts and congestion. These should be easily identifiable and located so that access to the train station is convenient. These areas usually have a parking time limit to encourage high vehicle turnover. Kiss and Rides can be used by family members or friends that may be picking up or dropping off passengers at the train station area; however, they may also be used by taxis and ride sharing services such as Uber or Lyft. This will reduce traffic conflicts and facilitate organized flow of traffic within the train station area.

Objective 4.4: Leverage Jitney and Bus Service to Reduce Traffic and Support Downtown Businesses

NJ Transit and Jitney buses should continue to be a convenient, preferable alternatives to private automobiles. Enhancing and expanding service should be considered.

Strategies

1. Bus stops should have adequate shelters with benches, real-time route information, public art, off-board payment options, and raised curbs for accessible boarding.

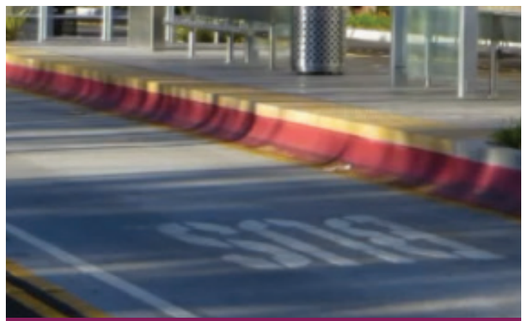
2. Jitney stops should have bus bays, which allow buses to pull aside without contributing to traffic or congestion. Bus and Jitney stops should be located adjacent to storefronts to encourage patronage at local businesses.



Raised Platform



Bus Shelter



Bus Bays



Off-Board Payment Options

Objective 4.5: Reorganize Train Station Area to Increase Safety and Efficiency

The organization of mobility hub amenities has a direct impact on travel behavior. Current travel behavior around the train station is disorganized and hectic. This section puts forth two options for the reorganization of these amenities, which makes the train station area a calm and enjoyable space to spend time. Scenario A depicts a “shared transit street” concept that provides direct access to the train station for all last mile transportation modes. Scenario B spreads the amenities for the various modes across a wider radius, with the intention of maximizing benefits for the local economy.





Scenario A

The first alternative seeks to create a "shared transit street" along Sloan between South Orange Avenue and Third Street. Shared transit streets distribute infrastructure for transportation modes along the length of a street. On Sloan, this would focus all transit modes around the station for seamless connections between train, bike, bus, and foot travel.

According to NACTO, vehicular speeds on shared transit streets should be 10-15 mph or lower. As seen in the diagram below, various design features such as curbless streets, planters, and pedestrian furnishings assist in keeping travel lanes narrow and vehicular speeds low. Scenario A envisions Sloan with a similar configuration, organizing various modes of travel while maintaining a comfortable atmosphere for cyclists and pedestrians. During weekends or holidays, the street can easily be closed for programming, festivals, and other events.

Key Shared Street Features:

- **A** Kiss and Ride between South Orange Ave and 1st in front of train station hall.
- **B** Convert the intersection of 1st Street and Sloan Street to a curbless "shared street" connecting SOPAC/Station to new Village Green.
- **C** Connect mid-block pedestrian passage to Village Green.
- **D** Convert Village Plaza to a curbless "shared street" where parking and vehicular traffic is maintained, but street can be occasionally closed for pedestrian-only activity.
- **E** Proposed Jitney stop for out-of-town Jitneys near intersection of 2nd and Sloan Street. Amenities include raised platform for level boarding and bus shelter.
- **F** Improved amenities for existing NJ transit bus stop at the corner of 3rd and Sloan including raised platform for level boarding, off-board payment methods, bus shelter, and real-time route information.
- **G** Emphasize connection between the Village Green and SOPAC and the Rahway River through lighting and public art in station underpass.
- **H** Proposed location for bike/scooter sharing station, bike lockers, and bike racks.
- **I** Improved amenities for Jitney stop including, bus shelter, and raised platform for level boarding. Designated area for South Orange Jitneys.



Scenario B

The transit plaza is similar to the shared transit street concept illustrated in Scenario A; however, rather than focusing all transportation modes along Sloan Street, transit infrastructure would be spread out across Sloan, Village Plaza, and First Street. Key differences include creating a pedestrianized street on Sloan Street between South Orange Ave and First, a Kiss and Ride on First Street between Valley and Sloan, and a Jitney stop at Village Plaza.

This configuration has a few benefits. First, it distributes foot traffic over a wider area. By having the Jitney stop positioned adjacent to Spiotta Park, commuters are more likely to support the business along Village Plaza in addition to Sloan Street. In Scenario A, economic benefit is limited to businesses facing Sloan Street. Furthermore, pedestrians become prioritized the closer you get to the train station. By locating the Kiss and Ride on First, Sloan Street can become completely pedestrianized between South Orange Ave and 1st.

Key Shared Street Features:

- **A** Convert Sloan Street between South Orange Avenue and the Fire Station to a curbless “shared street” that functions as a public plaza. The plaza will maintain its use as a thoroughfare with the ability to close it for pedestrians-only.
- **B** Kiss and Ride on 1st Street between Valley and Sloan Streets.
- **C** Maintain Spiotta Park and create a formal, landscpaed and well-lit pedestrian passage from the park to the Train Station Plaza.
- **D** Convert Village Plaza to a curbless “shared street” where parking and vehicular traffic is maintained, but street can be occasionally closed for pedestrian-only activity.
- **E** Proposed Jitney stop for out-of-town Jitneys at Village Plaza including, bus shelter, and raised platform for level boarding.
- **F** Emphasize connection between the Village Green and SOPAC and the Rahway River through lighting and public art in station underpass.
- **G** Improved amenities for existing NJ transit bus stop at the corner of 3rd and Sloan including raised platform for level boarding, off-board payment methods, bus shelter, and real-time route information.
- **H** Proposed location for bike/scooter sharing station, bike lockers, and bike racks.
- **I** Improved amenities for Jitney stop including, bus shelter, and raised platform for level boarding. Designated area for South Orange Jitneys.
- **J** The existing roundabout could remain as a forecourt and drop-off for SOPAC.

South Orange
Master Plan
Shaping Our Shared Future

2021

Land Use + Community Form

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Land Use + Community Form

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Introduction





North Ridgewood Road

01

What is the Land Use and Community Form Element?

The Land Use and Community Form Element (LU+CF) is a cornerstone of this Master Plan. At its core, the primary function of the LU+CF Element is to recommend a series of amendments to the Village's Zoning Ordinance, Master Plan, and other regulations. The Element was crafted to implement the community's vision and is based on the findings of in-depth planning analysis, which is documented thoroughly in the following pages.

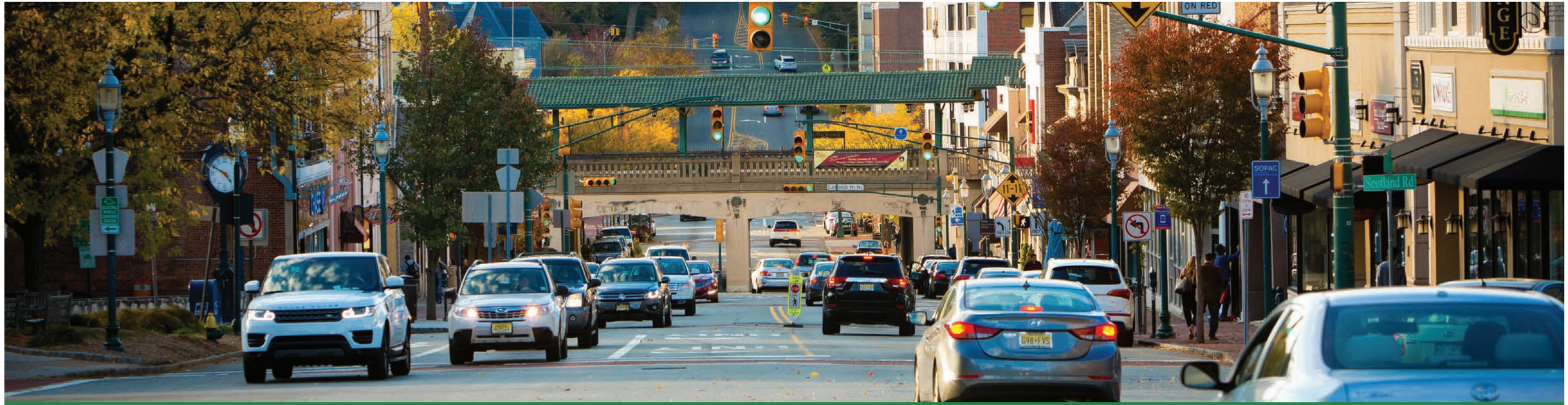
While this document fulfills the specific requirements for a Master Plan Land Use Element under New Jersey's Municipal Land Use Law and of a Master Plan Re-Examination Report (for more information on legal requirements, see "The Fine Print" at the end of this section), this LU+CF goes much further. Conventional zoning and land use planning have traditionally focused on the segregation of land-use types, permissible property uses, and the control of development intensity, often through simple numerical parameters. However, in more recent

years, planners and their communities have begun to recognize that these tools are not capable of producing the type of high-quality buildings and neighborhoods that advance a specific vision for the future. That's where community form planning comes in.

To address the disconnect between a community's vision and development regulations, municipalities are increasingly considering the character and form of future development as part of long-term planning efforts. While "character" may involve issues of architectural style, it is less concerned with that specific level of detail and is more concerned with how new development interacts with the public space of the street and the private space of its neighbors. It is for this reason, that the best plans more often refer to the "form" of development, in addition to "character." Considering the form of development involves most or all of the following:

- The placement of new buildings in relationship to the street and surrounding properties;
- The height of new buildings and transitions between different areas;
- The massing and articulation of new buildings;
- The frontage of new buildings, or the space between and including the front façade and the street;
- The access and location of parking; and
- Land use—particularly at street level.

LAND USE + COMMUNITY FORM - INTRODUCTION - *What is the Land Use and Community Form Element?*



Downtown South Orange

Each of these elements contributes to how people experience a place regardless of whether they're walking, riding, or driving. Form is one of many things that makes a street memorable, a downtown active, or a neighborhood attractive. Planning for future land use only scratches the surface. The form—all physical elements working together—is what makes South Orange Village unique.

Long-term, high-quality development that serves the diverse needs of the community through a balanced mixture of uses and intensities, as well as a form and arrangement that complements the historic character of South Orange Village, will reinforce the vitality of the Downtown, the South Orange Train Station, and the East Branch of the Rahway River. As outlined in the following pages, these assets are the most significant organizing features in South Orange and will be strengthened as the heart of the Village.

Each of these elements contributes to how people experience a place regardless of whether they're walking, riding, or driving

The Process

To prepare the LU+CF, a comprehensive analysis was undertaken over the course of multiple years. A multi-phased planning process was deployed to understand and evaluate the complex concerns, significant issues, and key opportunities affecting South Orange, surrounding land use, and community form, but also how use and form influence housing, jobs, economic development, community development, and environmental sustainability. The process of developing the Community Form and Land Use Element was predicated on the following principles from the beginning:

Data-Driven

Particularly during the early phases of the planning process, quantitative, documentary, and geographic data was collected from a wide variety of sources. Numbers were crunched. Maps were made. Insights were absorbed. Theories were tested. The purpose of this work was not only to ensure policy recommendations were based on solid facts, but to help develop a better understanding of stakeholders, allowing for a more targeted engagement strategy.

Additive, not Duplicative

This is not the first plan ever created to guide future growth in South Orange. The community has a long history of community planning. To honor prior efforts and use resources efficiently, existing plans were reviewed as a key starting point. Relevant data and concepts were identified and incorporated into the pages below. Moreover, particular attention was paid to ideas that were never implemented and recommendations that didn't produce intended results. A page of history is worth a volume of logic!

Field-Work Driven

Research findings and community input were verified with real-world observations. Field-work allowed for observation and informal discussions that ultimately painted a more complete picture about day-to-day life in the Village, how changes are impacting residents, nagging concerns, and aspirations for the future of the community. Through this work, discoveries were made that could never be found in the pages of a book.

Iterative

Throughout the planning process, assumptions were confirmed as they evolved into insights. Alternative approaches were vetted as they evolved into the concepts and proposals contained below. To be both inclusive and reflective of stakeholder input, the planning process had to be iterative.

Engagement, and lots of it!

The public was invited to participate in outreach activities and offer feedback in a variety of forms at multiple points throughout the planning process. Activities were designed to be fun, inclusive, and productive. Specific areas of inquiry involved the look and feel of neighborhoods, desirable public amenities, and housing preferences. Engagement activities aimed to promote direct and personal interaction with the LU+CF planning team as the plans were being developed in real time. Preliminary sketches were displayed for public reaction and concepts were re-worked based on feedback. This process culminated in Charrette Week, which included a unique open-house design studio hosted in a donated storefront along South Orange Avenue.

02

What were the major findings?

After significant investment in research and engagement, several key themes emerged to guide the direction of the Land Use + Community Form Element.

It Takes a Village

Residents in South Orange love their community. Many have distinctive reasons for doing so, but a deep appreciation for the Village's unique community culture is something that arose time and time again. Residents celebrate the fact that South Orange is caring and progressive, offering residents a wide spectrum of choice in terms of mobility and lifestyle. To be successful, this Land Use + Community Form Element (and the entire Master Plan for that matter) must elevate these values to inform local policies and regulations.

It's all about Character

There is a clear disconnect between residents' vision for their community and the regulations put in place to guide new development. The result has been dissatisfaction with certain new development projects and conflict among members of the public who want to see new investment and modernization, but not at the cost of the community's cherished character.

Plan the Work, Work the Plan!

The Village has invested in rather significant planning efforts over the past few decades. However, in retrospect, these efforts were not incorporated into a comprehensive planning agenda that spans the terms of elected officials or other stakeholders. This not only creates skepticism among residents regarding the planning process, but also hinders the Village's ability to implement complex, long-term initiatives.

Cut the Red Tape!

Current development regulations do not go far enough to prioritize character and often produce buildings that fall short of local expectations. Moreover, cumbersome regulations inhibit investment through outdated zoning regulations and red-tape that increases time and cost. These outcomes hurt the Village – decisions to forgo new investment, a "dumbing-down" of building design to meet inflexible standards, or a general frustration among property owners seeking to make relatively simple property improvements.

Better public places, more smiling faces

In many areas of the Village, existing patterns and current land use regulations do not advance a cohesive identity throughout corridors. Public realm improvements along commercial corridors lack a desired uniformity and, with the exception of a few areas, streetscape and public design does not provide the types of amenities or accommodations that a walkable, social community like South Orange has come to expect.

LAND USE + COMMUNITY FORM - INTRODUCTION - *How Do We Address These Findings?*

How do we address these findings?

The goals and objectives of this element were based on the insights and observations described above, deep qualitative and quantitative analysis, and an application of best practices. As will be more fully detailed at the conclusion of this element, the top-level goals are summarized below (spoiler alert!):

1

Elevate the Quality of New Development

The Village needs a blueprint for future development that is both comprehensive for the Village and specific to properties and buildings

Objectives

As noted, current development regulations cannot effectively guide the type of new development that will advance local aspirations. The contents of this goal lay out a strategy for the Village to take control of the aesthetics and character of new development.

2

Harmonize Land Use + Mobility

In order to successfully achieve the improvements in the day to day lived experience of South Orange residents

Objectives

Land Use policies and concepts must be developed in harmony with improvements to the Village's transportation infrastructure. Complementing the recommendations put forth in the Mobility Element, this goal lays out the preliminary steps to improve the design and utilization of parking facilities, loading areas, and streetscapes.

3

Accelerate Reinvestment

Throughout the engagement process, both residents and owners of commercial properties and small businesses detailed reasons why they decided not to advance certain new investments within the Village

Objectives

Ranging from a simple addition to their home, to a storefront renovation, to construction of a new building. Their reasons are varied and complex. However, one theme that arose was concerns around outdated and cumbersome regulations, and, particularly, the excessive number of parcels rendered non-conforming by current zoning regulations and related barriers to improvement.

4

Strengthen Neighborhoods and Corridors

South Orange is celebrated by residents as a tapestry of unique but connected neighborhoods and corridors

Objectives

Each of these geographies face unique challenges which, in turn, need to be addressed by policies tailored to the character of each specific area. This goal outlines strategies to protect residential neighborhoods, eradicate deleterious land uses, create opportunities to provide much needed infrastructure, and many other components focused on leveraging opportunities and addressing challenges.

5

Nurture the Village's Cherished Sense of Community

South Orange places a unique priority on equity, environment, opportunity, and access

Objectives

While these ideals are cooked into the "DNA" of this element, specific concepts and strategies evolved that would address these unique and laudable objectives – so they get their own goal!

6

Ensure Plan Implementation and Improve Operations

To paraphrase management guru Peter Drucker – plans are only well-intentioned if they're followed by hard work

Objectives

This element lays out an ambitious agenda for the Village to shape its future. As noted above, prior plans have seen sporadic implementation, and many residents shared concerns about the administration and enforcement of land use and development processes. Thus, this element would not be complete without a discussion of implementation and internal workflows.

03

The Fine Print

The New Jersey Municipal Land Use Law requires that all municipal master plans contain a Land Use Element that details "...the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance... including a statement of the standards of population density and development intensity recommended for the municipality." (See N.J.S.A. 40:55D-28.b).

As indicated above, the Land Use and Community Form Element is not only an important piece of local policy, but it also has legal significance and must meet certain statutory requirements. This Element was crafted not only to satisfy the obligation imposed by the New Jersey Municipal Land Use Law that a Master Plan shall contain a Land Use Element , but it was also written to satisfy the following requirements of a Master Plan Re-Examination, which municipalities are obligated to undertake every 10 years.

These requirements include an overview of:

1. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last re-examination 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 of 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, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality. L.1975,c.291,s.76; amended 1980, c.146, s.6; 1985, c.516, s.18; 1987, c.102, s.29; 1992, c.79, s.50; 2001, c.342, s.9.

While the following pages are not organized around the sections specific to a Re-Examination Report, the content exceeds these minimum standards. To that end, please see the Appendix section, located at the end of the Master Plan, for a memorandum that details how specific components of the content contained herein satisfied each of the five obligations listed above.



Existing Conditions + Observations



01

Historic Form + Organizational Features

It is essential to study the historical form, current physical conditions, development trends, and administrative efforts when considering the appropriate direction for future land use and community form policies. Future development will be influenced not only by these factors, but also by private interests and other macro-level conditions, such as economic and market trends. As a guide for future of South Orange Village, the Master Plan will recommend changes to current practices and seek to steer private development in accordance with the vision of the community. Analyzing existing conditions provides a peek into the factors that led to the current physical environment and potential obstacles and opportunities for the future.

A cursory study of historic maps illustrates what is still evident today: South Orange Village has generally grown around the north-south axis of the Rahway River and railroad and the east-west axis of South Orange Avenue. For obvious reasons, the intersection of the two became the Village origin point in downtown South Orange. Other important streets lead from this center point like spokes. Irvington Avenue, Scotland Road, Valley Street, Ridgewood Road, Maplewood Avenue, and Centre Street directly and indirectly link South Orange Village to surrounding communities and neighborhoods beyond the municipal boundary.

Seton Hall University emphasizes the break between development north and south of South Orange Avenue and Irvington Avenue, as its compact campus nestles into the wedge between the two important corridors. The area west of Ridgewood Road to the South Mountain Reservation was still largely undeveloped as late as 1912. The topography, passage of time, and neighborhood planning practices resulted in an urban form different from the older parts of South Orange in the valley below.

Several key features shaped the development patterns of the Village over time and will continue to influence the location of future development, regardless of its form and intensity. Some of key organizing features of South Orange's community form are described below. The following pages examine how the features below have shaped the development patterns of South Orange. This analysis of existing conditions was is organized around the concept that the characteristics of developed places can be visualized as a series of layers. Through this lens, planners and citizens are reminded where their energy should be dedicated, given than some features are largely permanent (i.e. mountains) while others are relatively more flexible (i.e. buildings).

East Branch of the Rahway River

The river and its associated valley acts as a central spine to the community. Terrain quickly ascends to the north-west, toward South Mountain Reservation and more gradually to the southeast. This terrain and the path of the river have influenced block layout as well as the layout of the street grid.

Railroad and South Orange Station

The railroad and, particularly, South Orange Station serves as the Downtown anchor. Express trains into New York City from this station have made South Orange a desirable "bedroom community.

Corridors

Primary corridors South Orange Avenue, Valley Street, and Irvington Avenue extend from Downtown like spokes. Secondary corridors Scotland Road, Wyoming, Ridgewood, and Centre connect the Village to surrounding areas.

Open Space and Parks

The preservation of open space along the Rahway River, subsequent public facilities, and continued efforts to enhance these spaces creates a central defining asset that connects neighborhoods to each other and the amenities of the downtown.

Activity Nodes

In addition to downtown, nodes of activity along corridors have been historical multi-functional centers serving adjacent neighborhoods.

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Historic Form + Organizatinal Features*

Organizational Features Diagram



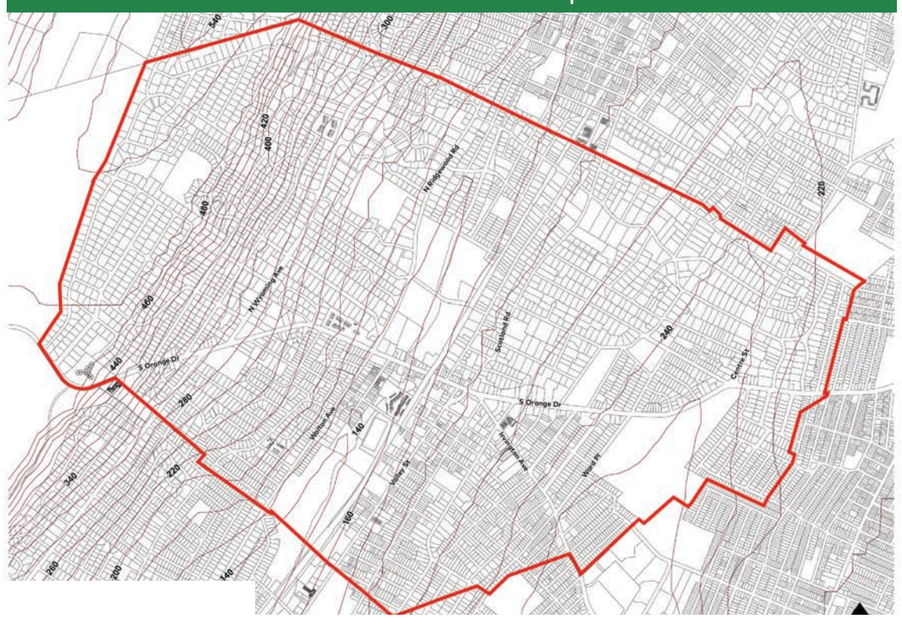
Natural Features

Topography (the shape of land surfaces) and hydrology (the location and nature of water bodies and courses) have perhaps the most significant impact on development while also being the least flexible. As such, these should be considered the most fundamental and immutable existing conditions impacting future land use planning in the Village.

The Lay of the Land

South Orange's topography has contributed greatly to its existing development pattern. The community straddles the valley along both sides of the East Branch of the Rahway River. A significant portion of the valley has been preserved thanks to the early 20th century preservation efforts of the Meadowland Society. East of the river, the topography rises rather quickly and then more gently toward a knoll near Seton Hall University. West of the river, the topography rises quickly then very steeply toward the South Mountain Reservation – part of the Watchung Mountains. The topography levels off quickly at the edge of the Newstead neighborhood and is fairly gentle to the western boundary of the community. Traversing the steep topography of South Mountain, then the valley, and then rising again to the east likely necessitated the unique geometry of the community's main artery, South Orange Avenue.

Topographic Map from Common Ground Baseline Report

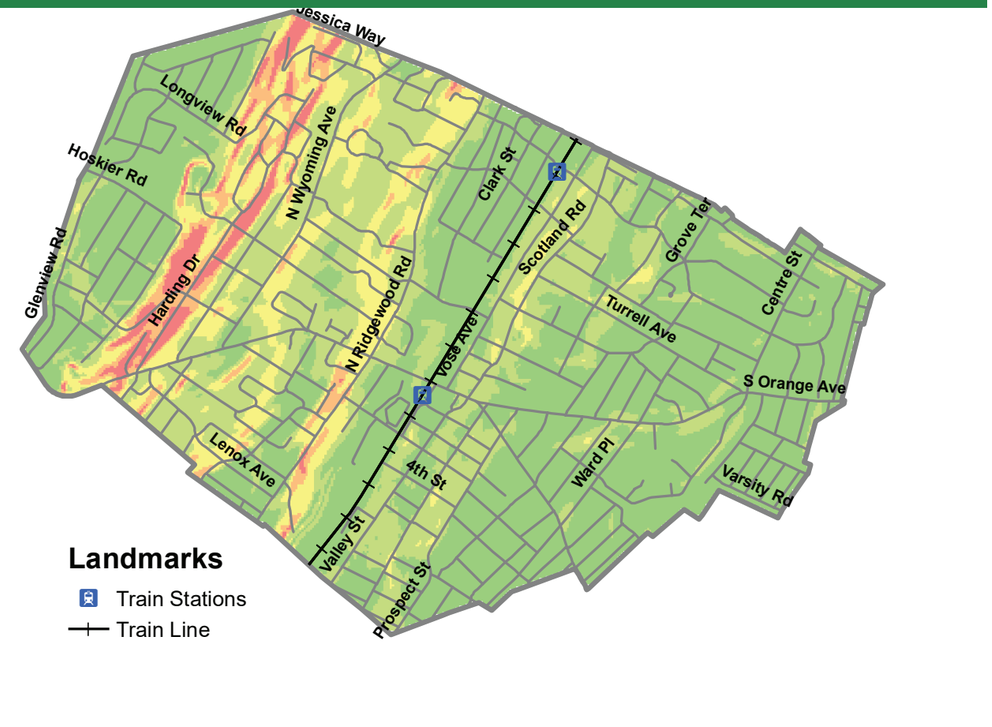


Steep Slopes

Steep slopes can naturally constrain development. Slopes in excess of 20 percent are considered "steep" while those in excess of 25 percent are commonly defined as "extremely steep." Steep slopes can necessitate the construction of deeper foundations and additional grading, generally lengthening the time needed to survey for and build a structure. Development along steep slopes can also lead to erosion and make a community more prone to flooding. NJ DEP guidelines recommend regulating and possibly prohibiting development on land near wetlands that has a slope in excess of 10 percent.

Steep slopes are most prominent in Upper Wyoming, where slopes surpass 25 percent in a few locations. They also exist near the common open space controlled by the Manors of South Mountain Association, a small portion of which is defined as wetlands. Steep slopes also exist in South Mountain, where the steepest slopes in the neighborhood are dedicated for public uses;, and the Rahway River Plan recommends setting aside this area for conservation. Lower Wyoming and Newstead also contain steep slopes.

Slope of Terrain (%)



Water Bodies, Flood Prone Areas, + Wetlands

An analysis of South Orange's hydrology patterns requires a detailed assessment of the East Branch of the Rahway River. The branch essentially bisects the community north to south and is the most important defining feature of the Village. According to the East Branch of the Rahway River Master Plan, as the community grew, the Rahway River corridor attracted industrial development, but was also used to dump waste. Members of the South Orange community attempted to slow or stop development along the river corridor over the course of the late 19th and early 20th centuries. The Meadowland Society began acquiring land along the river in the early 20th century and sold it back to the South Orange Village. The sales included restrictions to ensure the river corridor would be preserved for open space and recreational purposes, which became the foundation for the recreational spaces still existing present today. Despite the efforts of the Meadowland Society and the subsequent park projects, the U.S. Army Corps of Engineers constructed flood control projects in the 1970's that channelized portions of the river in the heart of the Village. These manmade structures significantly altered the natural features of the river, limited opportunities for access and enjoyment, and changed the River's character, particularly downtown. Some areas of floodway and floodplain still exist, but primarily remain undeveloped and are part of current or planned open space areas.

Wetlands, defined as land saturated by ground or surface water, help manage stormwater and mitigate flooding. Additionally, they tend to support rich ecosystems that sustain a diverse mix of plant and animal species. Given these qualities, communities are urged to conserve wetlands where possible. Environmental regulations prohibit new development in close proximity to wetlands. For example, the New Jersey Department of Environmental Protection requires a buffer typically ranging between 50-150FT, depending on the type of wetland in question.

Wetlands occupy a small but important portion of the Village's land, 14.95 acres in all. These wetlands are located almost entirely within parkland and places reserved for open space. These areas include Cameron Field, Grove Park, and Waterlands Park, as well as the open space component of the Manors at South Mountain planned development. Some existing development exists close to wetlands in South Orange, most of which are longstanding residential neighbors. However, certain light industrial uses along Lackawanna Place are situated relatively close to existing wetlands.

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Historic Form + Organizatinal Features*

Flood Areas and Wetlands



150' Max Buffer
Floodway
Wetland
100-Yr Floodplain

0 0.25 0.5 0.75 1 Miles

NORTH

Source: NJ DEP, FEMA; Topology

Commuter Rail + Regional Corridors

Historically, regional transportation networks have profoundly impacted on the character and location of development, and South Orange is no exception. Development in the Village is generally oriented around the north-south axis of the railroad (and Rahway River) and the east-west axis of South Orange Avenue. Within these high-level organizing features that connect South Orange to the broader region, local transportation routes also evolved around the developability of land, which in turn defined the size and shape of properties upon which homes, businesses, and other uses were constructed over time.

The rhythms of daily life in South Orange also drive economic and cultural activity toward transportation assets. For example, the largest and most obvious node of activity is downtown South Orange, which is anchored by the train station and bisected by South Orange Avenue and the East Branch of the Rahway River. In essence, all roads in South Orange lead to the downtown. Activity stretches along the main corridors, such as Valley Street, South Orange Avenue, and Irvington Avenue, where commercial uses create neighborhood anchors and amenities.

As this plan travels down through the physical "layers" of the Village, the following pages detail the transportation assets in South Orange and discuss how they impact land use dynamics.

Transit Access and Rail Infrastructure

This Master Plan is being written amidst the COVID-19 pandemic and recognizes that these conditions may not accurately represent the patterns as of date or in the near future.

South Orange has two railroad stations that provide convenient access to New York and other regional destinations via the NJ Transit Morristown Line and Gladstone Branch. The downtown station, with Midtown Direct express train service, is in the Village's core, and easily reached by bicycle or foot. According to 2018 data, the main South Orange station has the tenth most weekday trips among all New Jersey Transit railroad stops.

Residents can also access train service to New York from the Mountain Station. Though service is less frequent, many residents rely on it to travel to and from New York. The station is within a short walk or bicycle ride for residents who live in the West Montrose and Montrose Park neighborhoods.

The map below illustrates the downtown station's relative accessibility. A quarter mile walkshed encompasses most of the downtown, as well as large multifamily developments such as Gaslight Commons, Village Mews, and the apartments on Vose Avenue. Many train commuters walk to the train stations from residential neighborhoods outside the quarter-mile walkshed. A total of 905 acres, or almost 50 percent of the Village's land area is within a half-mile walk of a railroad station.

The presence of commuter rail service, and the infrastructure that enables it, has profoundly impacted the evolution of the community. Commuter rail service has provided the Village access to the incredible wealth and opportunity in New York City – the world's richest city, with economic output that rivals that of many developed nations. This direct connection has conferred incredible wealth upon the Village, through the success of its residents. Today, transit access continues to drive the value of single-family homes and rents, resulting in relatively high median incomes and education levels.

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Historic Form + Organizatinal Features*

From a land use perspective, the train station drives the highest levels of daily activity in the Village, but the raised rail line that serves the station has created a number of challenges. For example, the several streets extending from Valley Street "dead end" along the east side of the rail embankment. This condition reduces the access to and livability to of these virtually hidden areas, where industrial uses once proliferated, and out-of-sight buildings are unkept and decaying. These dead-ends also represent significant bottlenecks to circulation patterns. For example, Third Street, which experiences severe congestion during peak hours, is the only rail crossing exists between South Orange Avenue and the municipal border with Maplewood, impeding walkability and overall east-west traffic patterns.

Major Corridors

South Orange Village contains several important arterial roads that provide connectivity, accessibility, and mobility within the municipality. Throughout the Village, there are four county roads that are maintained by Essex County: South Orange Avenue, Valley Street, Irvington Avenue, and Wyoming Avenue. These county roads serve as major corridors within the Village and are vital links to neighboring municipalities, including the City of Newark. Additionally, they provide direct access to the South Orange Train Station and link commuters to the Garden State Parkway and New Jersey Interstates I-280 and I-78. Regarding development intensity and land use, South Orange Avenue, Valley Street, and Irvington Avenue have the greatest capacity for future investment, particularly within and to the south and east of the Village center. The following is a brief discussion of the county roads and their purposes:

South Orange Avenue

(County Route 510) is the main arterial road within the Village and carries a high volume of traffic. South Orange Avenue connects surrounding areas to downtown South Orange and the train station, while also providing accessibility to Seton Hall University, the Garden State Parkway, and the City of Newark.

Valley Street

(County Route 638) directly intersects with South Orange Avenue and links to the City of Orange and Maplewood Township. Valley Street also provides close access to New Jersey Interstates I-280 and I-78.

Irvington Avenue

(County Route 665) also connects to South Orange Avenue and provides a link to Irvington Township.

Wyoming Avenue

(County Route 577) runs north and south within the Village and also connects to South Orange Avenue. This road provides a link to Millburn Township and West Orange Township.

For a full description of regional roadways and corresponding maps, see Section XX of the Mobility Element.

Streets, Blocks + Buildings

Another level down on the list of physical "layers" are local street networks and the blocks of land they define, which are ultimately divided into lots with unique land uses. This section further defines key parameters of development and examines how the alignment of streets inform a deeper understanding of how properties got their shape and the unique challenges that these external features impose on the properties they create.

Streets + Blocks

The Village of South Orange enjoys a well-connected network of streets. As discussed above, the main corridors are South Orange Avenue, Valley Street and, Irvington Avenue.

South Orange Avenue often functions as the central division between neighborhoods to the north and south of it and also happens to be one of only four east-west connections across the Rahway River and the rail line. This places a lot of pressure on Montrose Avenue, Mead Street, and Third Street to serve as east-west connectors.

Other important corridors with lower intensity include Wyoming, Ridgewood/Walton, Scotland/Valley, and Centre Street, which run primarily north-south, and are important connections between South Orange and surrounding communities.

In certain instances, there are dead-end streets, but overall, the informal grid of streets provides multiple ways to get from one part of the community to the other.

For full description of street networks, types of roads, and corresponding maps, see Section XX of the Mobility Element.

Street Networks

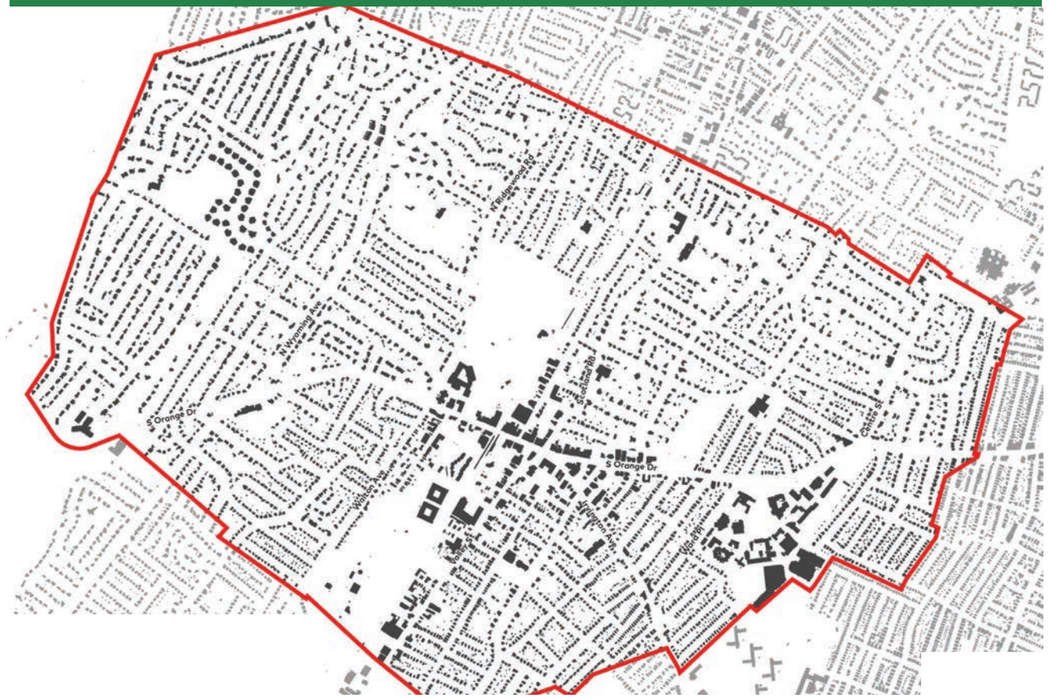


Buildings

The Building Footprint diagram below depicts the location of buildings and similar structures in grey and the ground plane in white. This diagram illustrates the basic relationship between the mass of vertical structures and the areas around them. Such analysis can be useful to determine the appropriate footprint of development intended to be compatible with its surrounding context. Much of the community has a pattern of smaller building footprints with generous open space surrounding each building. This primarily includes single-family detached housing with yards, as well as some larger civic and institutional buildings, and a few multi-family developments.

Larger footprint buildings are limited to a small cluster on the eastern boundary (Seton Hall) and within and around the downtown. As expected, many downtown buildings occupy a majority of their lots and have little to no distance between adjacent buildings and minimal or non-existent front yard or rear yard setbacks. These building, form a fairly consistent edge along downtown streets. A present – —but less consistent – —pattern of "street wall" exists along Valley Street and Irvington Avenue.

Buildings



South Orange Village Boundary

South Orange Village Buildings and Structures

Essex Co. Buildings and Structures

0 0.125 0.25 0.5 0.75 1 Miles

Source: Topology

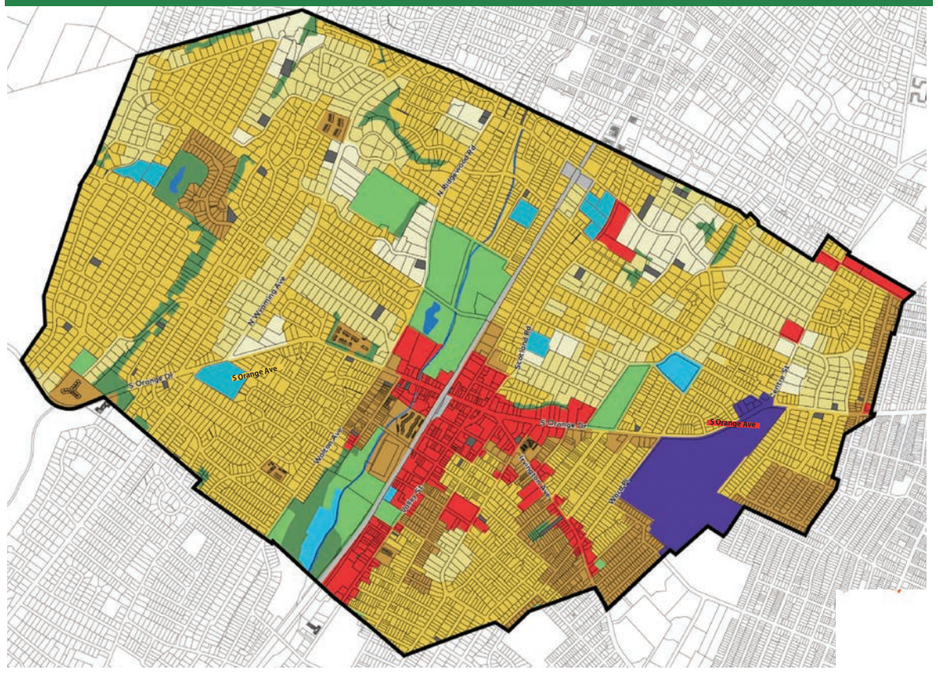
NORTH

02

Existing Land Uses + Regulations

A cursory review of current land use provides important insight into the land use patterns that have developed. The predominant land use pattern is single-family detached housing, while the majority of the Village's commercial and non-residential uses lie around the Downtown and near the intersection of South Orange Avenue and the Railroad/River. Commercial and other non-residential uses extend along South Orange Avenue toward Grove Park, along Valley Street, and portions of Irvington Avenue. Higher density residential areas are primarily along these corridors. This land use pattern indicates a more intense pattern of development emanating from downtown toward the southeast, but the intensity transitions quickly to the predominant single-family pattern. A large swath of open space and civic use straddles the Rahway River emphasizing the natural separation between the east and west portions of the community.

Existing Land Uses



- South Orange Village Boundary
- Parcels
- Natural Area
- Recreation
- Residential - High Density
- Residential - Medium Density
- Residential - Low Density
- Residential - Large Estates
- Commercial
- Institutional
- University
- Railroad
- Water-bodies
- Vacant Land

Key Land Use Areas

The Village is comprised of a diverse set of land use areas that reflect many of the characteristics and influences already discussed above – topography, historic development patterns, existing transportation routes, and similar features. The following summaries are intended to highlight the key attributes that exist in each land use area and must be considered as part of any future policy recommendations

Commercial and Mixed-Use Districts

South Orange contains three distinct commercial and mixed-use areas which, as noted above, are largely organized around key regional corridors: the Village Center, at the geographic center of the community and largely organized around South Orange Avenue; Seton Village, along the Irvington Avenue corridor; and the Valley Street commercial district. Village Center is the most walkable of the three commercial areas and is home to 140 shops, NJ Transit's South Orange Station, and the SOPAC cultural facility (more on SOPAC below). Seton Hall University, a private university with an enrollment of approximately 10,000 students, is located just outside the downtown. Despite the presence of high-income households, both in South Orange and the surrounding region, some local businesses struggle to thrive. Additionally, the South Orange Village Center Alliance ("SOVCA") has had limited success developing a retail portfolio (either through attraction or local development) that leverages the region's wealth. In 2014, SOVCA commissioned the JGSC group to prepare a retail analysis of the downtown. The JGSC report emphasized a targeted recruitment strategy as another way to bolster the district, but also recognized the lack of pedestrian traffic, particularly during the daytime.

Residential Neighborhoods

Residential neighborhoods flank the mixed-use commercial corridors, with some high-density urban building types and apartment buildings in and adjacent to the Village Center, which, in some cases, transition to townhomes or residential-style offices and then finally to single-family homes in neighborhood interiors and along residential-only corridors such as Scotland Road, Wyoming Avenue and, Ridgewood Avenue. Some unique conditions observed in South Orange residential neighborhoods include: a relatively significant amount of non-profit housing developed for both senior citizens and developmentally disabled residents; informal student housing and similar facilities related to the presence of Seton Hall University; and the existence of vast gilded- age mansions, which are costly to maintain and may not appeal to future generations of homeowners. Generally, the Village's assets of a walkable downtown, incredible community culture, an excellent open space network, and an easy commute to New York City have made South Orange an attractive place to live for individuals from many different walks of life. These are unique assets in the region, and the Village's attractiveness as a place to live is unlikely to change.

Industrial Uses

Industrial activity in South Orange has been limited and has been traditionally located close to the railroad right-of-way in the community's southernmost portion. The railroad and industrial uses like the lumberyard and the Delaware and Lackawanna pumphouse were located here to take advantage of the current of the Rahway River. This industry influenced later development, polluting the land and making it less attractive for residential and commercial development. At present, light industry is along Lackawanna Place, which runs parallel to the railroad to its east. The industrial uses here include garages, auto body shops, and waste facilities, among other types of light industry. Nearby, light industrial uses still operate on several properties at the end of Church Street. A few garages on Irvington Avenue can also be classified as industrial land uses.

Public / Civic Uses

The Community Facilities map above shows the location of institutions and services throughout South Orange. The location of community facilities has a great impact on the location and intensity of future development. As established above, a series of parks, open space, and recreational facilities are clustered in the center of the Village along the Rahway River corridor. The river, railroad, and parks, combined with the downtown, reinforce this area as the heart of the community.

Seton Hall University

The main campus of Seton Hall University is the most prominent privately-owned facility shaping land development in South Orange. The 57-acre campus is bounded by South Orange Avenue, Ward Place, Wildey Place, and the boundary with Newark. The campus contrasts with the surrounding residential streetscapes, most notably on South Orange Avenue where the main gate to the campus is located. The campus is fenced off from the Village along the entirety of this street frontage, discouraging street activity along South Orange Avenue. Residents frequently cited these features as both a physical and symbolic barrier to their envisioned town/gown relationship. Many cite this as a missed opportunity for economic development in the downtown and a constraint on the students' experience.

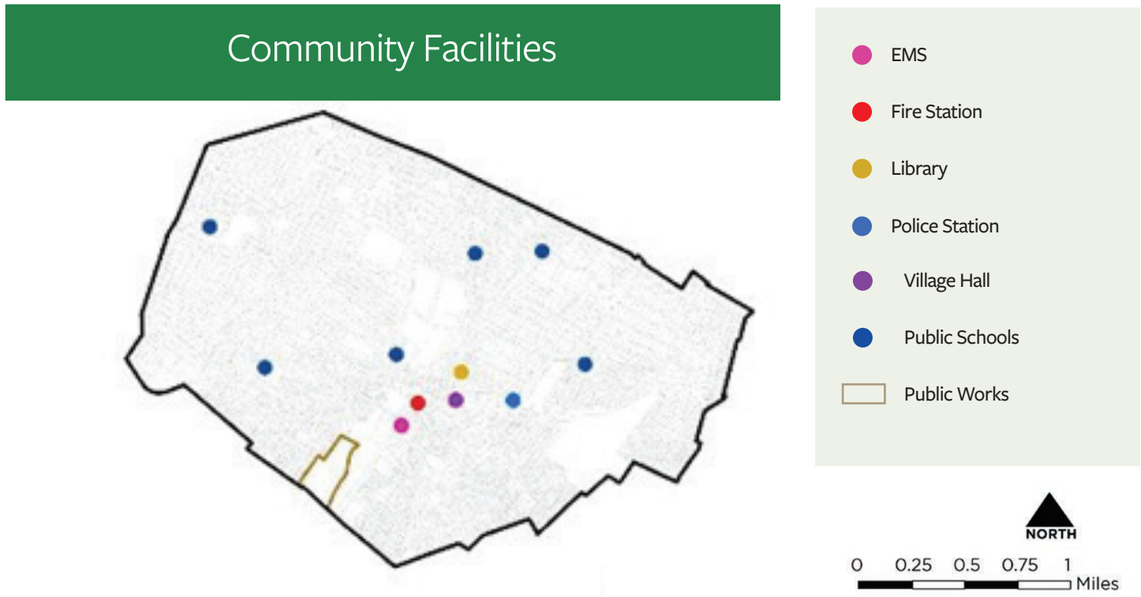
Seton Hall operates several off-campus offices along South Orange Avenue and Centre Street. These uses have limited landscaping and expansive parking areas, making them far different in character from the surrounding residential neighborhoods as well as being more significant traffic generators. The University also operates two off-campus housing structures, Turrell Manor and Ora Manor. While the former is located close to the main campus gate, the latter is on Valley Street. Students also live in private residences off campus. Some live with friends while others live in houses associated with athletics teams and other university-affiliated groups. There are several Greek houses off campus, mostly in the Seton Village neighborhood. The student population's housing needs has resulted in some residential property owners adapting their single-family residential properties to provide student housing. In one particular case, a former single-family home was converted to accommodate approximately ten University students. Several neighbors have complained of illegal conversions and over-crowding. The Village is taking proactive steps to enforce applicable regulations while simultaneously proactively seeking to accommodate students in appropriate locations with suitable accommodations.

While the university is eager to expand, space on campus is extremely limited. While some of the University's student population will go on to attend classes at the Nutley campus, overall Undergraduate enrollment has increased recently, rising from approximately 5,200 students in 2009 to about 6,100 students in the fall of 2019. Employment on campus, however, has remained steady at approximately 1,750 employees.

Vacant Land

South Orange is essentially built-out with few undeveloped parcels. A handful of undeveloped lots exist, but otherwise, development is limited to already developed sites. A modest number of parcels are listed as vacant in the assessor data. Condominiums account for some of these parcels, but many may be sites well-suited for development. Vacant parcels are located on most of the arterial corridors in the Village including South Orange, Irvington, and Wyoming Avenues. Church Street and the northern part of Montrose Park also have groupings of such parcels.

Community Facilities



Village Hall

Traditionally, municipal government operated out of the historic Village Hall, located at the northeast corner of Scotland Road and South Orange Avenue. Built in 1894, the 125+ year old structure required significant and costly repairs. After much debate, the Village ultimately decided in 2015 to sell the structure to a private developer who is currently converting the building to a restaurant and event venue. Since then, the Village reestablished its operation in an office building across the street at 76 South Orange Avenue, where administrative offices and informal meeting spaces are located.

Public Schools

Four of the eleven public schools that comprise the joint South Orange – Maplewood School District are distributed throughout the community except for the southeast quadrant, providing schools within reasonable walking distance of many residential neighborhoods. However, playgrounds, while dispersed, are a far walk for from many neighborhoods.

Public Library

The public library's central location on Scotland Road, less than two blocks north of South Orange Avenue, offers convenient access for Village residents and strengthens the connection of the central business districts to the residential areas to its north and east. The original historic structure built in 1896 still stands, along with its contemporary counterpart built in 1968. Their architecture provides visual cues that establish the boundaries of the public serving land uses in the area with complementary design features to the nearby post office, train station, and Baird Community Center.

Public Works

The Village's public works facility is also centrally located amidst the park lands of the Public Use/Open Space zone in the southern portion of the Rahway River corridor. The facility is accessible by Walton Avenue and contains offices, maintenance equipment and vehicles, as well as a recycling depot. As parts of the facility lie within the 100-year floodplain, consideration has been given to consolidating or relocating these operations to prevent pollution to the Rahway River, damages to critical equipment and to allow more of this land to be used for public open space.

The Baird

The Baird, center for the South Orange Department of Recreation and Cultural Affairs, is a recreational hub as well as an arts destination for the whole family. The century old Tudor-esque building in Meadowland Park houses the Administrative offices for the Parking Authority and the Department of Recreation and Community Affairs. While the facility is currently undergoing significant renovation and repair, the Baird is home to several programs and services for the arts, education and culture.

Public Safety

Most of the Village's public safety facilities are located near the Village core, with the South Orange Rescue Squad and historic South Orange Fire House along Sloan Street, near the downtown NJ Transit station. The South Orange Police Department is further east along South Orange Avenue, just outside the principal commercial area and before the start of the Montrose Park neighborhood. The central location of these facilities provides for prompt response times for first responders to the various parts of the Village. Conversely, as discussed within the Mobility Element of this plan, their locations also come with the challenges of heavy traffic around the train station and surrounding developments in the central business districts. A heavy snowstorm that made the western portions of the Village at higher elevations temporarily inaccessible from the Village Center revealed the need for a second fire house, which is currently located at the end of Crest Drive, within the RA-100 zone of the Newstead neighborhood

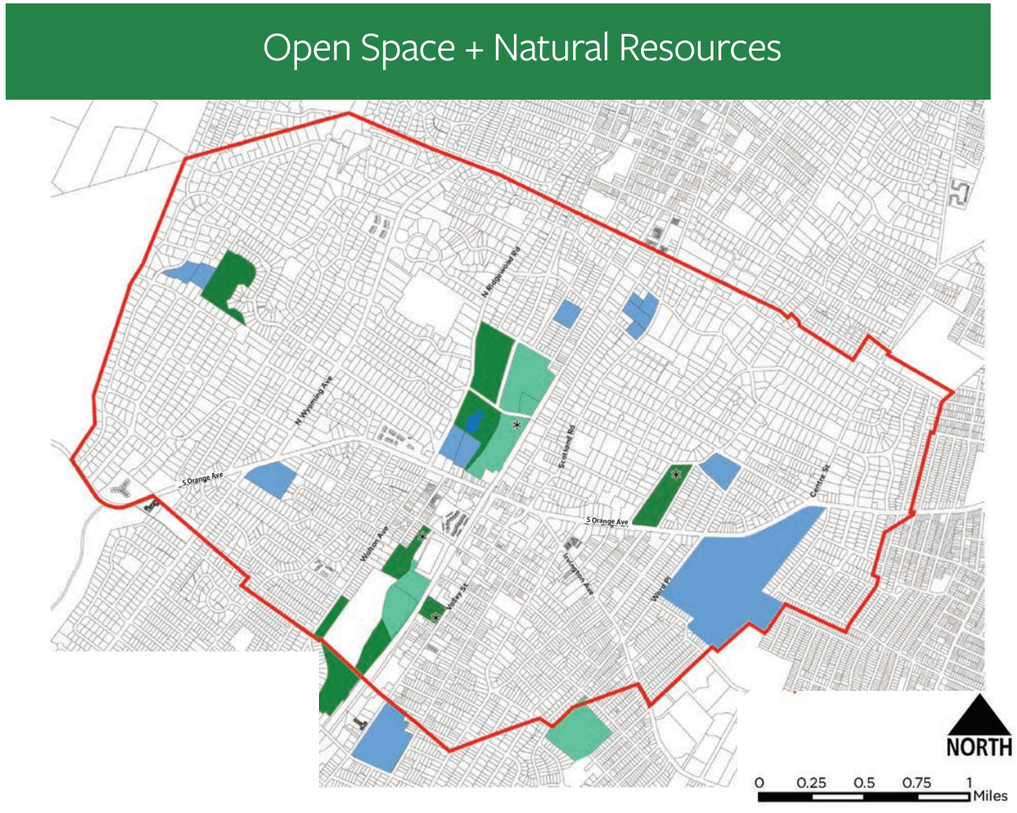
SOPAC

The South Orange Performing Arts Center (SOPAC) is at 1 SOPAC Way, next to the South Orange station. The performance venue is a 415-seat proscenium theater, with a five-screen movie theater, and a dance studio/rental space in the same complex. SOPAC presents music, family, dance, theater, and comedy programs throughout the year. The plans for SOPAC were first conceived in the mid-1990s as part of an effort by the Village to develop the downtown area, and following Seton Hall's partnership with SOPAC, construction commenced in August 2004 and the complex opened in November 2006 to the general public. Since the Village vacated Village Hall in 2015 to make way for redevelopment, SOPAC served as the general venue for public hearings of the Village Trustees, Planning Board, and Zoning Board.

Open Space + Natural Resources

South Orange has 86.328 acres of protected open and recreational space. Most of these parks are centrally located along the Rahway River corridor, providing convenient access to many schools, residential neighborhoods, and the downtown. Other parks service specific neighborhoods and are dispersed throughout the community. Additionally, the Village shares a border with the South Mountain Reservation, a significant Essex County nature reserve with several recreational amenities. Overall, parks are well utilized, but certain sections of the Village lack easy connectivity for pedestrians and bikes to/from neighborhoods. Open space within the downtown, including Spiotta Park, can be further improved with enhanced programming and management. The Village owns South Orange's open spaces apart from a ten-acre green space at the former Kiernan's Quarry site, which was redeveloped into a planned residential development.

The Village's position along either side of the Rahway River make the Riverit a defining characteristic of South Orange. In addition to its intrinsic value for passive recreation and wildlife habitat, the protection of its riparian areas present opportunities to create a complete greenway, or trail system, through the Village core to downtown Maplewood and beyond, as envisioned in the Rahway River Master Plan.



By the Numbers

South Orange encompasses 1,821 acres. The parcel base is comprised largely of one-to-four family residential uses, which occupy 87.6% of parcels in the Village. One-to-four family residential uses constitute a smaller percentage of total land area, representing 65.7% of assessed acreage in the Village. A sizable share, 25.4%, of the Village's land is used by tax-exempt institutions like Seton Hall, public property, and places of worship.

TYPE OF LAND USE	PARCELS	% OF VILLAGE PARCELS	% OF VILLAGE ACREAGE	ASSESSED VALUATION	% OF VILLAGE VALUATION
1, Vacant	196	3.93%	6.27%	$19,272,300	0.52%
2, 1-4 Family Residential	4364	87.61%	65.66%	$2,437,169,900	65.82%
3A, Farm (Regular)	0	0.00%	0.00%	$0	0.00%
3B, Farm (Qualified)	0	0.00%	0.00%	$0	0.00%
4A, Commercial	175	3.51%	2.09%	$187,813,100	5.07%
4B, Industrial	6	0.12%	0.09%	$4,089,400	0.11%
4C, 5+ Family Residential	26	0.52%	0.48%	$76,575,100	2.07%
5A, Class I Railroad	8	0.16%	0.00%	$0	0.00%
5B Class II Railroad	0	0.00%	0.00%	$0	0.00%
6A, Telephone	1	0.02%	0.00%	$5,070,537	0.14%
6B, Petroleum Refinery	0	0.00%	0.00%	$0	0.00%
15A, Public School	10	0.20%	0.89%	$62,924,300	1.70%
15B, Other School	42	0.84%	3.32%	$579,670,600	15.66%
15C, Public Property	65	1.30%	4.08%	$48,187,700	1.30%
15D, Church + Charitable Property	48	0.96%	1.21%	$101,876,600	2.75%
15E, Cemeteries	0	0.00%	0.00%	$0	0.00%
15F, Other Tax-Exempt	40	0.80%	15.92%	$179,949,200	4.86%
Total	4981	100.00%	100.00%	$3,702,598,737	100.00%

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Existing Land Uses*

Zoning Districts

The following overview of the existing zoning is intended to catalog, and in some cases provide insights into, what development is currently possible within the Village. While these uses and bulk standards are generally a reflection of what exists on the ground today, characterizing these zones is critical to understanding whether and where desired uses and development patterns are impeded by the Village's zoning code.

While the zoning code is currently undergoing re-codification and clean-up efforts in terms of its form, the code has largely evolved incrementally and has not benefited from a complete (policy-based) overhaul in recent history. Including current redevelopment areas, South Orange has approximately 23 distinct zoning districts (not counting certain project-specific redevelopment plans), including 10 residential districts, three mixed-use/commercial districts, a university district, and approximately five redevelopment areas. As discussed more fully in the Housing Element, affordable housing is also addressed through a village-wide overlay.

Residential Districts: Residence 'A': Single-Family

Detached single-family residential use is the only permitted use in the four Residence 'A' districts. The bulk standards in these zones promote suburban development patterns. Minimum lot sizes range from 5,000 to 10,000 SF while widths range from 90 to 175 feet. The RA-100 district has a maximum impervious coverage of 30 percent, while the others permit a maximum of 40 percent.

The **RA-100** zone covers the neighborhoods north of South Orange Avenue and west of North Ridgewood Road. These neighborhoods that sit atop some of the steepest land in the Village have lots greater than 10,000 SF, except for a few blocks near the West Orange municipal boundary. The RA-100 zone also applies to the northern part of Montrose Park, where many lots have an area of 20,000 SF or more. There are also two townhouse developments, Village Green and 324 Wyoming, that received variance approval to exceedfor the multi-family density use not permitted in the RA-100 zone.

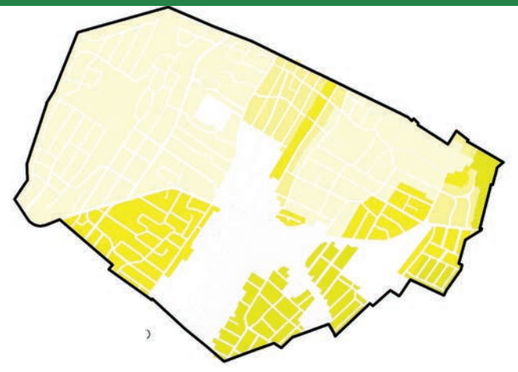
RA-75 districts are located in West Montrose and Montrose Park.

RA-60 districts are found in West Montrose, Montrose Park, Tuxedo Park, and South Mountain.

The **RA-50** district covers Seton Village, Village Colonials, and a small portion of Academy Heights near Prospect Street. It also covers properties along Holland Road, a street in Montrose Park that abuts the municipal boundary with Newark.

Altogether, the Residence 'A' districts cover 74.4 percent of parcels and 81.7 percent of total area in South Orange. The RA-100 zone is the most common single-family district, covering 33.3 percent of parcels and 46.3 percent of area in all.

Single Family Residential Zones ('RA')



Source: Topology

Bulk Standards, Residence 'A' One-Family Zone

ZONE	MINIMUM LOT AREA	MINIMUM LOT WIDTH	MAXIMUM COVERAGE	MAXIMUM HEIGHT
RA-100	10,000 SF	175 FT	30%	2.5 ST/35 FT
RA-75	7,500 SF	140 FT	40%	2.5 ST/35 FT
RA-60	6,000 SF	110 FT	40%	2.5 ST/35 FT
RA-50	5,000 SF	90 FT	40%	2.5 ST/35 FT

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Existing Land Uses*



Previous version compiled by Heyer, Gruel and Associates in July, 2014

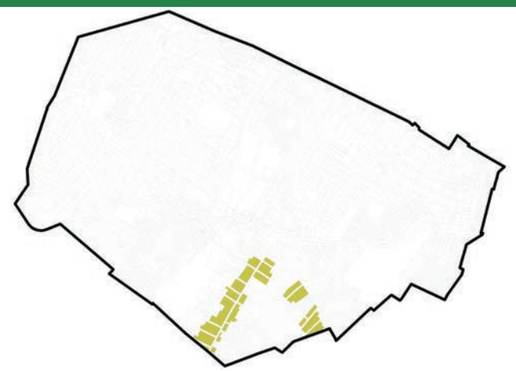
Existing Zoning
South Orange Village, NJ

Topology
October 19, 2021

Residential Districts: Residence 'RB': Two-Family

The Residence 'B' ('RB') district, which permits single and two-family detached dwellings, is designed to promote slightly higher-density residential development than permitted in 'A' districts. Two-family residences are permitted by-right and the width standard is less restrictive, with single-family uses permitted on lots as narrow as 36 feet. The RB zones extend over much of Academy Heights and includes many of the one- and two-family lots close to downtown.

Two- Family Zone ('RB')



Zoning District

RB: Two-Family

0 0.25 0.5 0.75 1 Miles

NORTH

Source: Topology

Bulk Standards, Residence 'B' Two-Family Zone

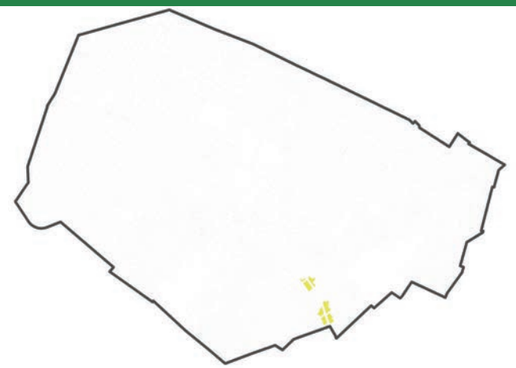
ZONE	MINIMUM LOT AREA	MINIMUM WIDTH (INTERIOR/ CORNER)	MAXIMUM COVERAGE	MAXIMUM HEIGHT
RB (One-Family)	5,000 SF	36/50 FT	40%	2.5 ST/35 FT
RB (Two-Family)	6,000 SF	40/60 FT	40%	2.5 ST/35 FT

Third and Second Street Rezoning: Prior to 2017, Block 2004, Lots 7, 8, 9, 10, 11, 12, 13, 14, 15, and 16 were zoned as Residence C-1. The permitted uses in the RC-1 include offices, multi-family apartments, townhouses, and public schools, on a minimum lot size of 12,000 SF. However these ten properties, which generally front Second Street and Third Street between Valley Street and Academy Street, consist of one- and two-family uses, and are on lots smaller than 12,000 SF. A Rrecommendation was made to the Board of Trustees to re-zone these properties as Residence B since this zone reflects the current mix of uses within these properties and permits smaller lot sizes. This was effectuated by Ordinance #2017-12, adopted on July 24, 2017.

Residential Districts: Residence TH

Townhouse Residence 'TH' zone permits townhouses as well as two-family attached residences. The R-TH zone is only located along the southern portion of Irvington Avenue, applying to approximately 44 parcels, however the majority of these properties do not contain townhouses.

Residence TH



Zoning District

R-TH: Residence Townhouse

0 0.25 0.5 0.75 1 Miles

NORTH

Source: Topology

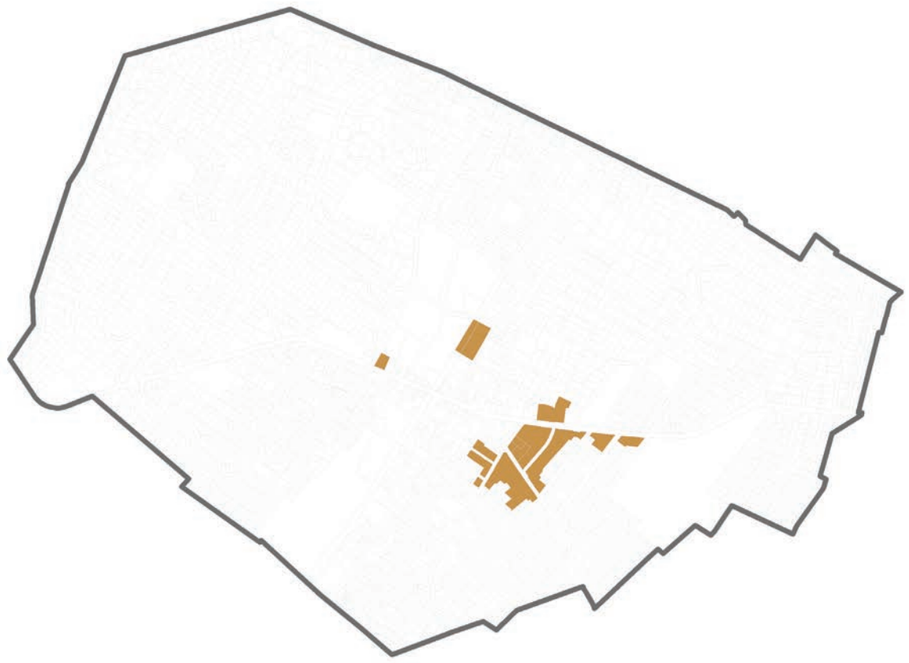
Bulk Standards, Townhouse and Multifamily Zones

ZONE	MINIMUM LOT AREA	MINIMUM WIDTH (INTERIOR/ CORNER)	MAXIMUM COVERAGE	MAXIMUM HEIGHT	MAXIMUM DENSITY
R-TH	20,000 SF	36/50 FT	40%	2.5 ST/35 FT	12 du/ac
RC-1 (townhouse)	6,000 SF	100 FT	65%	2.5 ST/35 FT	17 du/ac
RC-1 (apartment)	30,000 SF	100 FT	65%	n.a./45 FT	43 du/ac

Residential Districts: Residence C-1: Multifamily-Office

The Residence C-1 district is intended for high-density residential and office development and covers much of the land around the downtown perimeter. The zone covers most of the multifamily developments at the edge of downtown, including those on Cottage Street, Vose Avenue, and east of Prospect Street, Irvington Avenue, and South Orange Avenue. Residential development in the RC-1 is limited to multi-family apartment buildings and townhouses. The RC-1 permits developments with heights and densities that far exceed what is permitted elsewhere in the Village. Apartment buildings can have a height of 45 feet and a density of 43 units per acre. Townhouses can have a density of 17 units per acre. Professional offices are also permitted and occupy prime locations along South Orange and Irvington Avenues.

Multifamily-Office Zone ('RC-O')



Zoning District

RC-O Multifamily-Office

0 0.25 0.5 0.75 1 Miles

NORTH

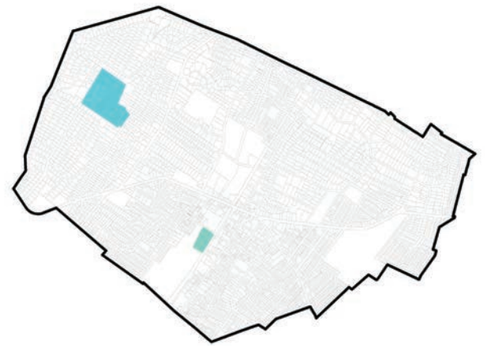
Source: Topology

Residential Districts: Planned Residential Development

South Orange has three districts for planned residential development:

- The Residence 'PRD' district covers the Gaslight Commons development, which is sandwiched between Waterlands Park and the railroad right-of-way. The Planned Residential Development district primarily permits townhouses, multi-family apartments, essential services, and family day care. The objective of the district is to establish an area which permits high density multi-family housing located in close proximity to the South Orange train station, thereby minimizing the need for off-street parking, creating multiple residential buildings on a single property, and creating incentives for the use of mass transit. Further, the proximity of the housing to the CBD provides services to the residents and promotes additional daytime and nighttime activity in the CBD.
- The Planned Residential Cluster 'A' district ('PRC-A') covers the portion of Upper Wyoming once occupied by Kiernan's Quarry. Today, the site is occupied by the Manors at South Mountain, a townhouse development. The enacting zoning ordinance requires that at least 25 percent of the development be set aside for common open space.
- The Planned Residential Cluster 'B' district ('PRC-B') is located off of North Wyoming Avenue and Redmond Road. The site is currently occupied by the Orange Lawn Tennis Club and the David Burke at Orange Lawn restaurant.

Planned Residential Districts



Zoning District

PRCA: Planned Residential Cluster A

PRD: Planned Residential Development

NORTH

0 0.25 0.5 0.75 1 Miles

Source: Topology

Bulk Standards, Planned Residential Development

ZONE	MINIMUM LOT AREA	MINIMUM WIDTH (INTERIOR/ CORNER)	MAXIMUM COVERAGE	MAXIMUM HEIGHT	MAXIMUM DENSITY
PRD1	196,020 SF	—	80%	5 ST/58 FT	43 du/ac
PRC-A	7,000 SF	—	None	3 ST/35 FT	—
PRC-B	566,280 SF	—	50%	2.5 ST/-	6.6 du/ac

1. Discrepancy is found between bulk standards of §185-168 and bulk standards of Central Business District Redevelopment Plan (Ordinance #2014-03). The bulk standards from the Central Business District Redevelopment Plan are used in this chart.

Business Districts

The B-1, B-2, B-3, and B-4 zoning districts are intended primarily for commercial uses. That said, apartment buildings (defined as buildings with 3 or more dwelling units) are permitted in these districts, as well as residential units that are located above ground floor commercial uses. The Village's business zones thus equate to mixed-use districts, which permit a wide range of commercial uses and housing types.

In 2018, the Business Code Review Task Force was formed to review the downtown zoning ordinances and make suggestions to support existing and future business development. This task force was created in conjunction with South Orange Village Community Alliance (SOVCA) and included members of the Board of Trustees, Design Review Board, and South Orange business owners. The task force reviewed the existing zoning code to identify policies and zoning restrictions that were outdated, burdensome, and posed unnecessary regulatory barriers to investment. After researching what uses would enhance the vibrancy of the downtown, harness current trends, and open the South Orange market to new opportunities, the task force expanded the "permitted uses" list in the B-1, B-2, and B-3 business districts. These recommendations were ultimately formalized via Ordinance 2018-15 entitled "An Ordinance Amending And Restating Village Code, Chapter 185, Sections 185-3, 185-163, 185-164 And Schedule I, To Revise Uses In Business Districts B-1, B-2 And B-3" and was adopted by the Board of Trustees in August 2018. This revised ordinance permits a much wider range of commercial uses, thereby encouraging a greater variety of prospective users and fostering a more secure, vibrant, and creative downtown.

The B-1 Primary Business district primarily permits neighborhood retail, professional offices, restaurants, and apartment buildings. The B-1 zone covers portions of the Valley Street, South Orange Avenue, and Vose Avenue corridors where downtown development gives way to lower-intensity uses. The B-1 zoning ordinance specifically states which uses are permitted on the ground floor versus upper floors, to support an active streetscape. All uses in this zone are permitted in the B-2 and B-3 zones.

The B-2 Secondary Business district permits any use permitted in the B-1 zone, but also allows for parking garages and additional retail and office uses not permitted in the B-1 zone. The east side of Valley Street and part of the Irvington Avenue corridor are designated B-2.

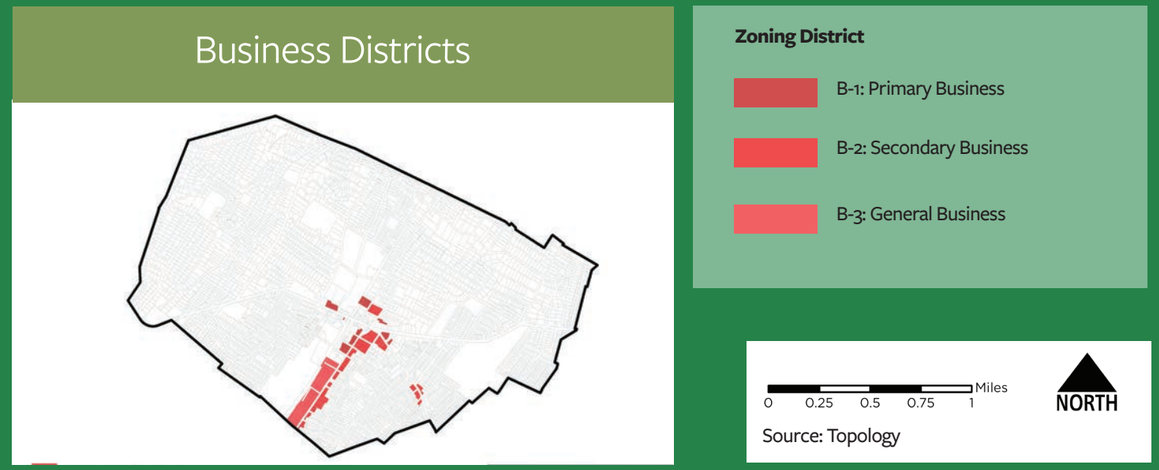
The B-3 General Business district permits any use permitted in the B-2 zone, but also allows for research and experimental laboratories, light manufacturing, and storage facilities. Much of the land between Valley Street and the right-of-way for New Jersey Transit is zoned for B-3.

The B-4 Supplemental Business district does not follow the permitted uses of the B-1 zone, but still primarily permits commercial uses such as neighborhood retail and restaurants. The B-4 zone also permits hotels, lodges, recreation facilities, and essential services. Currently, there are no areas zoned as B-4.

Note: Ordinance #2018-15 makes note "that the Business B-4, Supplemental Business District, is limited to Block 1900, Lot 1, as identified on the Zoning Map." However, an inconsistency is found, as Block 1900, Lot 1 is identified as the railroad property between South Orange Avenue and 3rd Street and is zoned as TS.

The major difference between the business zones lies in the bulk standards set for each zone.

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Existing Land Uses*



Bulk Standards, Business Zones

ZONE	MINIMUM LOT AREA	MINIMUM WIDTH (INTERIOR/ CORNER)	MAXIMUM COVERAGE	MAXIMUM HEIGHT
B-1	6,000 SF	50/75 FT	None	4 ST/48 FT
B-2	10,000 SF	75/100 FT	75%	3 ST/36 FT
B-3	20,000 SF	75/100 FT	35%	3 ST/36 FT
B-4	2,500 SF	10/0 FT	X[1]	5 ST/58 FT

1. §185 Attachment 3 Bulk Regulations contains errors which makes some zoning requirements unclear.

The University District

The University District is located in the western portion of South Orange Village and consists of Seton Hall University. This district has major frontage along South Orange Avenue and Ward Place, and it is adjacent to the municipal boundary line with Irvington Township. The Land Development Ordinance includes the district's streetscape standards and requires at least one parking space per student. Seton Hall University also constructed a five-story parking deck for students and faculty. The major issue with the area is its slope, which makes the South Orange Avenue and Centre Street intersection unsafe and unfriendly for pedestrians, encouraging automobile use.



Town-wide Rehabilitation

On March 9, 2015, per Resolution #2015-45, South Orange Village adopted a town-wide rehabilitation designation. In a report entitled "Township of South Orange Rehabilitation Study" prepared by Heyer Gruel & Associates, it was determined that the entire Village satisfied the criteria to be designated as an "area in need of rehabilitation" because both the Village housing stock and water and sewer infrastructure in the vVillage was more than 50 years old, and that the designation was expected to prevent further deterioration and promote the overall development of the Village.

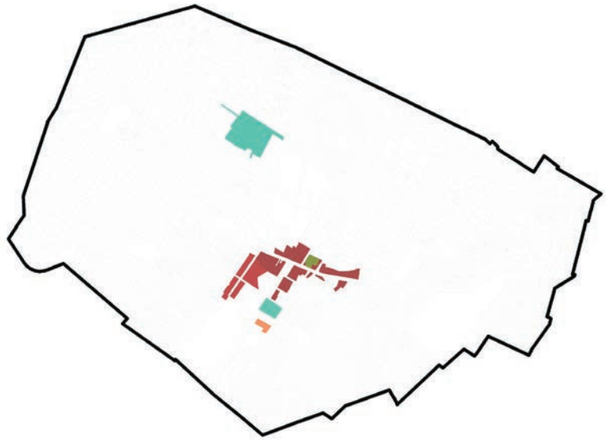
Under this designation, South Orange Village can use the powers granted by the Local Redevelopment Housing Law to draft and effectuate redevelopment plans.

Redevelopment Plans

The Village has designated several areas in need of redevelopment. State law allows municipalities to adopt development standards specifically for redevelopment areas, and to supersede the standards of the underlying zone. South Orange Village has adopted six Redevelopment Plans for places located in redevelopment areas. Three of these areas – the CBD, Church Street, and the Orange Lawn Tennis Club (OLTC) – contain subdistricts that have distinct bulk and use standards. Except for the OLTC, these plans cover parts of the Village's core. The other three redevelopment areas – Third and Valley, Fourth and Valley, and Vose and Taylor – are more site specific with bulk regulations and permitted uses only dedicated to the single location.

Generally speaking, the bulk standards for the redevelopment areas in the Village core were developed to promote transit-oriented development. The off-street parking requirements, however, differ little if at all from the standard, two parking spaces per unit, included in the State's Residential Site Improvement Standards (RSIS). That standard, which is based largely on 1970s-era data, imposes the same per-bedroom parking requirements whether dwellings are contained in a single-family home or a multi-family apartment building. Countless studies have demonstrated the inappropriateness of RSIS standards for walkable mixed-use districts, particularly within a downtown that contains one of the busiest train stations in the state.

Areas with Redevelopment Plans



Source: Topology

Redevelopment Plans with Subdistricts

The following will discuss the goals, locations, bulk standards, and permitted uses of the three redevelopment plans with subdistricts:

Central Business District Redevelopment Plan

In 1999, the Central Business District (CBD) Redevelopment Plan was adopted and established the Central Business District, which superseded use, bulk, and design standards of the zoning ordinance. In 2002, the CBD Redevelopment Plan was updated to include planned residential use and divide the Central Business District into three subcategories: CB, CB-1, and CB-2. In 2014, the CBD Redevelopment Plan was updated once again to include unit size and unit type requirements.

The Central Business District is near the geographic center of the Village and contains a traditional mix of uses for a downtown. These uses include retail sales and services, restaurants, financial institutions, mixed use buildings, offices, public uses, surface parking lots, and the South Orange train station. The primary goal of the CBD Redevelopment Plan is to maintain and upgrade the commercial uses and structures within the Village and construction of infill mixed-use development. Each subcategory of the Central Business District is characterized by its own objectives, permitted uses, and standards.

The Central Business District primarily permits neighborhood retail, restaurants, professional offices, and residential units above the first floor. The objective of the district is to revitalize the CBD and enhance the economic vitality of the area by providing a variety of opportunities for commercial and residential uses in a vibrant, pedestrian-oriented environment. The CBD is mostly located along portions of South Orange Avenue, Sloan Street, and Vose Avenue. All uses in this district are permitted in the CBD-1 and CBD-2 Districts.

The Central Business District-1 permits any uses that are permitted in the Central Business District. The objective of the District is to create a mixed-use development that contains a supermarket, retail space, residential apartments and structured parking to serve the onsite uses. The CBD-1 covers a small portion of South Orange Avenue and Vose Avenue.

The Central Business District-2 permits any use permitted in the Central Business District. The objective of the District is to redevelop the site for mixed-use development that includes retail, residential apartments and structured parking for on-site uses. The design of the site should be particularly sensitive to the adjacent Village recreation facilities and open space areas. The CBD-2 covers a small portion of South Orange Avenue and is in between the CBD and the CBD-1.

Bulk Standards, Central Business District

ZONE	MINIMUM LOT AREA	MAXIMUM COVERAGE	MAXIMUM HEIGHT	MAXIMUM DENSITY	MINIMUM PARKING SPACES
CBD	6,000 SF	90%	48 FT	n.a	2 per du
CBD-1	40,000 SF	100%	5 ST/58 FT	n.a	2 per du
CBD-2	40,000 SF	90%	5 ST/60 FT	45 du/ac	2 per du

Church Street Redevelopment Plan

In 2000, the Village adopted the Church Street Redevelopment Plan, which created two zoning districts:, the Church Street R-22 District and the Church Street R-38 District. In 2005, the amended Church Street Redevelopment Plan was adopted to include the Church Street R-32 District and the Public Open Space District. The Redevelopment Area includes properties along Church Street, Third Street, and a portion of the Cameron Field Village Park. The area is primarily residential in character. The goal of this Redevelopment Plan is to establish an area that permits high density housing located in close proximity to both the South Orange Train Station and the downtown, reducing the dependence on motor vehicles.

The Church Street R-22 District primarily permits townhouses, single- and two-family houses, and family day care. This district is along both sides of Church Street, south of Third Street.

The Church Street R-32 District permits any use permitted in the R-22 District, but also permits multi-family apartments. This district is along the western side of Church Street between the Episcopal Church and Third Street.

The Church Street R-38 District permits any use permitted in the R-32 District and is located on the east side of Church Street to the north of Third Street.

The Public Open Space District permits public parks as well as recreational and open space activities. This district is between properties along the north side of South Orange Avenue and an existing park, and it has beenwas created to recognize and preserve its existing use as a public open space.

Bulk Standards, Church Street

ZONE	MINIMUM LOT AREA	MAXIMUM COVERAGE	MAXIMUM HEIGHT	MAXIMUM DENSITY	MINIMUM PARKING SPACES
Church St, R-22	10,000 SF	70%	2.5 ST/35 FT	22 du/ac	1.7 per du
Church St, R-32	10,000 SF	70%	2.5 ST/35 FT	32 du/ac	1.7 per du
Church St, R-38	20,000 SF	70%	n.a./45 FT	38 du/ac	1.7 per du

Orange Lawn and Tennis Club Redevelopment Plan

In 2016, the Village adopted the Orange Lawn and Tennis Club Redevelopment Plan (OLTC), which created two zoning districts: the Private Recreation Facilities District and the Residential Townhouse District. The Redevelopment Area has the same boundaries as the Orange Lawn and Tennis Club and is near the northeast corner of the Village. The goal of this redevelopment plan is to continue to permit the long-standing existing private recreational use for a portion of the site and allow a low-density residential development on the remainder of the project site.

The Private Recreation Facilities District permits private recreational facilities and single-family homes. The intent of the district is to permit the existing use of the site and limit the alternative use to be consistent with the neighborhood.

The Residential Townhouse District permits townhouses, and the purpose of the district is to permit the development of a maximum of 20 townhouses on the undeveloped portion of the site.

Standards, Orange Lawn and Tennis Club

ZONE	MINIMUM LOT AREA	MAXIMUM COVERAGE	MAXIMUM HEIGHT	MAXIMUM DENSITY	MINIMUM PARKING SPACES
OLTC – PR District	11 AC	40%	2.5 ST/35 FT	N/A	N/A
OLTC – RT District	4.6 AC	40%	2.5 ST/35 FT	20 du/tract	2.4 per du

Site Specific Redevelopment Plans

The following will discuss the goals, locations, bulk standards, and permitted uses of the three site specific redevelopment plans:

Third and Valley Redevelopment Plan

Adopted in 2013, the Third and Valley Redevelopment Plan primarily permits retail, restaurants, and multi-family residential. The Redevelopment Area is located at the corner of Valley Street and Third Street and extends to the railroad tracks. The main goal of this plan is to capitalize on the site's proximity to the train station and the economic opportunities presented by downtown South Orange in order to create a new mixed-use development. While taller and denser than other village projects, architectural and design standards required a high-quality product to be compatible with the uses, scale, and intensity of the surrounding area. Density and intensity were offset by incorporating a parking deck for businesses, residences, and commuters who use the South Orange train station. The project was completed in 2016.

Fourth and Valley Redevelopment Plan

The Village adopted the Fourth and Valley Redevelopment Plan in 2017, which was most recently amended in April 2020. The Redevelopment Plan primarily permits retail, restaurants, multi-family residential, and public space, as well as live/work units as a conditional use. The Redevelopment Area contains five parcels and is on the Valley Street corridor, fronting both Fourth Street and Valley Street. This plan seeks to revitalize and encourage investment along the Valley Street corridor, reposition and redevelop blighted and underperforming properties, and create new opportunities for a range of retail and residential uses along the Valley Street corridor. The site received Preliminary and Final Major Site Plan approval from the Planning Board in 2018, though construction has not yet commenced.

Vose and Taylor Redevelopment Plan

The Vose and Taylor Redevelopment Plan was adopted in April 2020 and primarily permits retail, restaurants, multi-family residential, and office uses. The Redevelopment Area contains eight parcels and is along South Orange Avenue with frontages on Vose Avenue and Taylor Place. The main goals of this plan are to encourage high quality architecture and green infrastructure, create pedestrian friendly spaces, further economic development in the transit district, and eliminate blight. It is anticipated that this site will be developed in 2021.

Bulk Standards, Site Specific Redevelopment Zones

ZONE	MINIMUM LOT AREA	MAXIMUM COVERAGE	MAXIMUM HEIGHT	MAXIMUM DENSITY	MINIMUM PARKING SPACES
Third and Valley	n.a.	none	5 ST/55 FT	106.9 du/ac	1.2 per du
Fourth and Valley	n.a.	90%	5 ST/60 FT	91.5 du/ac	1 per du
Vose and Taylor	47,000 SF	95%	5 ST/66 FT	110 du	1 per du

Site Specific Redevelopment Plans

As a testament to the Village's continual determined efforts to attract investment, several redevelopment plans have been adopted during the drafting of this document. These plans and the areas that they apply to are detailed below.

270 Irvington Ave Redevelopment Plan

The 270 Irvington Ave Redevelopment Plan was adopted on December 14, 2020 and applies to the following properties, as depicted on the Village's Tax Map: Block 2102, Lots 14, 15, 16, 17, 18, 19 and 20, and Block 2107 Lot 1. This Plan is intended to provide a regulatory framework for an innovative and unique redevelopment opportunity in the center of the Seton Village neighborhood. With particular attention to community revitalization and context-sensitive design in a manner that serves both surrounding residents and members of the greater Village community.

Vose + Taylor Redevelopment Plan

The Vose + Taylor Redevelopment Plan was adopted on April 2, 2020 and applies to the following properties as depicted on the Village's Tax Map: Block 1006, lots 1, 2, 3, 9, 10, 11, 13, and 14. The Plan is intended to provide a regulatory framework for an innovative and unique redevelopment opportunity in the center of South Orange Village's bustling Central Business District. With particular attention to site planning, building design, and public improvements that will enhance the Village's primary business district, the Plan seeks to provide an attractive gateway for the Village's considerable assets, such as the train station and its plethora of local business.

Lackawanna + Valley Redevelopment Plan

The Lackawanna + Valley Redevelopment Plan was adopted on April 26, 2021 and applies to the following properties as depicted on the Village's Tax Map: Block 2303, Lots 1, 2, 3, 13 and 14. The Plan is intended to provide a regulatory framework for an area situated along a primary commercial thoroughfare just south of the Village's downtown core and adjacent to Founders Park. This framework will increase the diversity of commercial options to members of the greater South Orange community and will permit additional commercial uses including self-storage, while securing investment for additional community spaces, and enhancements to Founders Park and the surrounding pedestrian environment.

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Existing Land Uses*

Church Street Redevelopment Plan (Second Amendment and Reinstatement)

Originally adopted in May 2000, and first amended in June 2005, this Redevelopment Plan was amended once more on June 14, 2021 to help the Village meet its obligation established in a Settlement Agreement with the Fair Share Housing Center. The Plan creates a new Affordable Housing Overlay zone on the following properties as depicted on the Village's Tax Map Block 1902, Lots 39 and 40. Through this plan, the Village will establish a partnership with nonprofit actors to create a range of affordable housing options that offer convenient access to the many amenities available in the downtown commercial district.

Second + Sloan Redevelopment Plan

Adopted on April 26, 2021, the Second + Sloan Redevelopment Plan applies to the following properties as depicted on the Village Tax Map: Block 1905, Lot 1. The Redevelopment Plan provides a detailed and comprehensive vision for the revitalization of a high profile, yet underutilized property along Sloan Street within the historic downtown of South Orange. It aims to effectuate a greater variety of housing opportunities, and create public benefits including an improved pedestrian environment and a new community space within the development.

03 Observations

The planning team took great care to ensure that the contents of the Land Use and Community Form Element are a true reflection of the community's vision by engaging residents and other key stakeholders in activities designed to gather input on the preferred locations, look and feel of business centers, public amenities and various types of housing.

In addition to these extensive community outreach efforts, the team conducted a careful analysis of the Village's land use patterns, natural features, population data and prior planning efforts. This analysis revealed several common themes, including the need for a wider range of residential options, more streamlined land use regulations and improved walkability. These sentiments, endorsed by the public, revealed the following observations and issues:

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Observations*

Observation 1: The Mismatch of Vision and Outcome

The Village's Land Development Ordinance does not and cannot reliably produce the type of high-quality and community-centered development that the Village desires.

Observation 2: A Valley of Opportunity

Valley Street, one of the Village's major corridors, is poised for improvements that will benefit the corridor and surrounding neighborhoods. A new vision for Valley is in order! The first step: identifying the issues.

Observation 3: New Ideas, Old Rules

Local zoning has fallen behind the ideas and ideals of a progressive community.

Observation 4: People Places vs. Parking Spaces

Opportunities to rebalance parking and loading in the context of a walkable village.

Observation 5: Strict Standards, Unintended Consequences

How "aspirational" zoning standards make it difficult to improve parcels as they exist today.

Observation 6: A Plan is Only as Good as its Execution

Prior plans contain good ideas that should be implemented. This plan needs a strategy to ensure it has the desired impact.

Observation 1: The Mismatch of Vision and Outcome

The Village's Land Development Ordinance does not and cannot reliably produce the type of high-quality and community-centered development that the Village desires.

The Village's existing zoning code provides many opportunities for improvement. Many of the negative observations described herein directly result from an antiquated zoning ordinance that has been haphazardly amended over decades.

The Village needs a blueprint for future development that is both comprehensive for the Village and specific to properties and buildings. As discussed, current development regulations cannot effectively guide the type of new development that will advance local aspirations. Without such regulations in place, the Village risks losing the individual character of specific neighborhoods on one hand, while on the other hand missing out on new investment that could otherwise elevate the quality of design, architecture and community form throughout the Village.

Observation 2: A Valley of Opportunity

Valley Street, one of the Village's major corridors, is poised for improvements that will benefit the corridor and surrounding neighborhoods. A new vision for valley is in order! The first step: identifying the issues.

Valley Street was raised at nearly every stakeholder meeting, community outreach meeting and visioning session. As a major corridor stemming from the Village core, Valley Street is highly used both for local traffic and by members of surrounding communities traveling to the downtown and train station. In this way, it acts as a gateway to the community, in addition to a home for numerous residences and businesses. However, this combination of existing uses and erratic zone lines has resulted in a chaotic pattern that does not serve any of these transportation, residential or commercial uses in an optimal way.

Village residents and business owners have expressed a myriad of concerns related to Valley Street, though the roots of the issues are centered among a few cohesive themes:

1. **Poor condition of buildings and sites:** Valley Street contains several substandard, dilapidated buildings. Many of the sites and uses store unsightly machinery or trash visible from the street. A significant number of the sites contain excessive impervious coverage, leaving limited opportunities for streetscape and landscape design along the street frontage.
2. **Incompatible uses:** Many uses on Valley Street are not permitted in the zoning code. Some of these uses are deleterious and do not contribute to the desired "community commercial" corridor. Concerns regarding operations, chemicals, noise, odors and contamination plague many sites. Many uses require outdoor operations or storage than can be a nuisance to adjacent residences.
3. **Not pedestrian-friendly:** Valley Street is a highly traveled corridor, and while it serves a necessary role as a major roadway in the Village, its lack of streetscape design discourages bicycle and pedestrian use. In many areas, the sidewalks are narrow and in poor condition. Often, the location of light poles, hydrants, and utility poles pinches the sidewalk into an unusable width.
4. **Ad-hoc improvements:** There is a disconnect between different uses on this street, even among adjacent properties. While there has been general support surrounding many of the recent upgrades and new developments, conflicts in use, height, and massing exist between the old and new. "Piecemeal" improvements won't solve the issues of the street as a whole. Therefore, a long-term comprehensive plan is desired.

Across all meetings with all groups, residents conveyed that their love of Valley Street was related to its history as a diverse place – both in terms of use and community makeup. The historic, mixed-use makeup should be continued with a more cohesive mix of community commercial and residential uses that continue to serve the life-stage, cultural, and financial diversity of the area.

Height and architectural standards should be developed for each distinct portion of Valley Street, sensitive to the uses and heights in adjacent neighborhoods behind Valley Street. General support was found for heights up to 5 stories in some locations but a maximum of 3 stories when adjacent to established low-density residential neighborhoods. Deleterious uses should continue to be prohibited, and community-commercial uses should be encouraged and incentivized. Strong preferences were given for small, locally-owned businesses, restaurants, retail shops and personal services.

Efforts should be made to re-purpose existing buildings where possible, though new construction should prioritize sustainable and environmentally responsible building practices.

Finally, residents prioritized pedestrian-friendly streetscapes, the incorporation of pedestrian public spaces, connections to Founders Park, landscaping standards, visible crosswalks, curb bump-outs and other traffic-calming measures. The overwhelming majority found that architectural standards, streetscape design and cohesive long-term planning could effectuate their goals.

Observation 3: New Ideas, Old Rules

Local zoning has fallen behind the ideas and ideals of a progressive community.

South Orange lies within one of the most prosperous and diverse regions anywhere in the county and indeed the world. The heart of the Village is well-integrated to this regional network by virtue of its transit access and its dynamic residents that have created attractive and vibrant businesses. While Village residents and property owners expressed fond feelings towards their Village commercial centers, they cited a number of missed opportunities to elevate them into true regional destinations, particularly the downtown. One of the most prominent of these suggested improvements is a desire to see restrictive land use policies amended to allow for a wider range of creative, interesting and lucrative uses. Uses that would appeal more to younger patrons were frequently discussed, such as new indoor and outdoor recreational uses, arcades, skate parks and bowling alleys. Interviewed business and commercial property owners suggested relaxing restrictions on offices within the downtown to infuse the district with new activity during the daytime hours.

In addition to these insights, stakeholders shared their concerns with the number of vacant or underutilized lots in high profile areas and the potential they hold to sap energy from commercial districts. Many residents also identified a need to better integrate the Irvington Avenue corridor with the Village at large, with an improved streetscape that would encourage more Seton Hall students to support local businesses. Concerns with the built form of the downtown emerged as well, with expressed desires to see more public space near the train station for passive recreation and programming. Finally, residents and business owners alike shared their frustrations with the placement of parking, particularly the lots off of Sloan Street that create unwanted traffic congestion in an area with large amounts of pedestrians.

Observation 4: People Places vs. Parking Spaces

Opportunities to rebalance parking and loading in the context of a walkable village.

The standards for off-street parking need to be reformed to more accurately reflect the community's land use patterns. The current ordinance requires almost all residential development to provide 2 off-street parking spaces per unit. This standard applies to multifamily dwellings, including those in redevelopment areas near the train station. The exception is the Church Street Redevelopment Plan, which requires 1.7 spaces per multifamily unit. Even this standard is excessive, given that South Orange's downtown station is one of the state's busiest.

To encourage transit-oriented development, South Orange should set a lower minimum requirement for off-street parking that is within a half-mile of any train station. The existing standard is more suitable for a low-density suburban community where residents drive to and park at the train station than a community like South Orange where a large percentage of residents live within a 15-minute walk of a train station.

Parking requirements for 1- and 2-family residences can also be restrictive for homeowners in many parts of the community, especially for residents who live on lots that are narrow or have a limited amount of square footage – those lots with a width less than 50 feet or an area less than 5,000 square feet. For owners of these lots, there would be little space left for the home itself after providing 2 spaces per unit.

Parking requirements as written also make it nearly impossible to comply with any reasonable standard for maximum impervious coverage. As written, the ordinance encourages property owners to pave a large portion of their lot for parking related use. This can cause grave environmental consequences.

The standard also makes it difficult to design aesthetically pleasing. To provide parking, townhouse developers may propose attached garages that result in bulkier structures. Parking areas in backyards can result in noise, pollution, and unsightly aesthetics that affect those on neighboring properties.

Businesses throughout South Orange have limited, if any, space for on-site loading. Trucks often stop on major corridors like South Orange Avenue, Irvington Avenue, and Valley Street, causing traffic to back up and limiting the visibility on these roads. The problem is especially acute on Irvington Avenue and Valley Street, which are two lanes and where the curb-to-curb width is limited. The limited space for on-site loading impedes the development of new business in these areas.

Observation 4: People Places vs. Parking Spaces

Required Off-Street Parking for Residential Uses in Land Development Ordinance

Residential 1- and 2-family detached dwellings	2 per unit, plus 1 for every boarder and other individual in unit
Duplexes	2 per unit, plus 1 for every boarder and other individual in unit
Townhouses	2 per unit plus one for every 4 units for guest parking
Multifamily dwellings	2 per unit
Senior citizen residences	1 per 2.5 units plus 1 for every staffer on peak period
Group homes for developmentally disabled	2 per unit plus one for every staffer

Off-Street Parking Required Multifamily developments in Redevelopment Plans

CBD, CBD-1, and CBD-2	2 spaces per unit
Church Street	1.7 spaces per unit
Third and Valley	1.2 spaces per unit

Observation 5: Strict Standards, Unintended Consequences

How "aspirational" zoning standards make it difficult to improve parcels as they exist today.

Per the Municipal Land Use Law, a nonconforming lot or structure means a lot or structure whose area, dimension, size, or location "was lawful prior to the adoption, revision or amendment of a zoning ordinance, but fails to conform to the requirements of the zoning district in which it is located by reason of such adoption, revision or amendment."

While existing non-conforming structures may continue or be restored in the event of partial destruction, they are not protected from total destruction and cannot expand without Board Approval.

Therefore, owning a non-conforming lot comes with a myriad of issues. Per the Ordinance, and consistent with the Municipal Land Use Law and most other New Jersey municipalities, "any change in a nonconforming building, structure, use or lot shall require site plan approval."

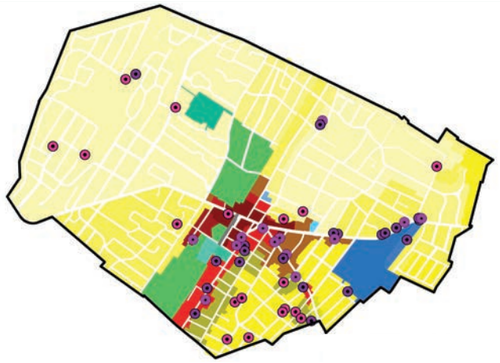
Even minor property improvements such as applications for sheds or walkways can trigger impervious coverage issues, which impose unnecessary burdens on residents, Village staff, and approving Boards. This can be a serious logistical and financial barrier to property maintenance and reasonable modernizing renovations.

The extensive non-conforming conditions in the Village were identified through a combination of community surveys and stakeholder meetings, a review of 12 years of Zoning Board Annual Reports and the analysis lot and land coverage geospatial data.

The following map shows properties with applications to the Zoning Board where the Applicant requested variance relief. Many of the subject properties are on or near one of the Village's arterial corridors. This is particularly true for Valley Street, South Orange Avenue, and Irvington Avenue. Many of the Applicants requested variances for properties located in places where two-family, apartment and commercial uses transition to one-family uses.

There were also several requests for variance relief for properties in some of the Village's older neighborhoods, such as Academy Heights, Montrose Park and South Mountain. The sections of these neighborhoods that lie closest to downtown were originally subdivided in the nineteenth century, when residents moved through the Village by foot, horse, or streetcar. The residential lots in these places tend to be smaller and more likely to be designed at a human scale. Present-day zoning standards further compound the development challenges typically encountered for lots with limited width, depth, and area. These challenges are felt especially keenly close to downtown, the part of the Village with the highest intensity of development.

Requests for Variance Relief, 2008 - Present



Variance Type

- "C"
- "D"
- Both "C" and "D"

0 0.25 0.5 0.75 1 Miles

NORTH

Source: Topology

Observation 5: Strict Standards, Unintended Consequences (cont.)

Non-Conformity Issue #1 - Undersized Parcels

South Orange's current lot configurations were established during the nineteenth-century development boom and resulted in lots that are primarily a half-acre (20,000 square feet) or less.

The largest residential lot patterns can be found in Montrose Park, which was historically developed as an enclave for the "nouveau riche". Many of these properties north of Irving Avenue, as well as Centre Street, Stanley Road, and Kingman Road are a half-acre or larger. The Upper and Lower Wyoming neighborhoods also contain a significant number of half-acre or larger residential lots, particularly along North Ridgewood Road, North Wyoming Avenue, and Harding Drive.

The majority of lots in West Montrose, Academy Heights, Seton Village, Tuxedo Park, Village Colonials, South Mountain, the southern portion of Montrose Park and the northernmost part of Lower and Upper Wyoming are between 5,000 and 10,000 square feet.

Holland Road in Montrose Park and Tuxedo Park's southern section have a significant number of lots that have an area less than 5,000 square feet.

While a range of lot sizes is expected in this type of developed municipality, inconsistencies between existing lot area and required lot area can be a major impediment to improving existing structures and developing new structures.

A geospatial analysis compared each existing lot to the minimum lot area requirements for each zone to identify patterns of non-conformities. The data revealed a large number of existing non-conforming lots across the Village.

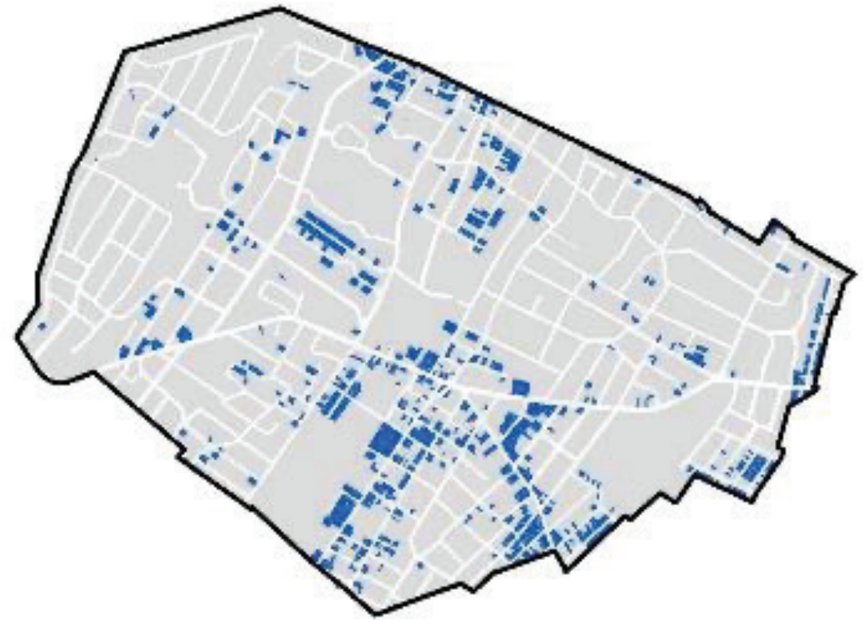
Significant patterns of non-conforming lots exist in Academy Heights, Village Colonials, Tuxedo Park, Seton Village and along Holland Road, next to the boundary with Newark. There are also several non-conforming lots in Lower Wyoming, primarily along Highland Road and close to the municipal boundary with West Orange.

A primary issue was the number of lots with an area less than 5,000 square feet, which does not meet the minimum lot area requirement of any zoning district. Hundreds of lots in these neighborhoods are burdened by this non-conforming status.

While the Municipal Land Use Law states that efforts should be made acquire adjacent parcels to increase lot size on undersized lots, this may be infeasible in a developed municipality like South Orange. Therefore, in the portions of the Village where patterns of undersized lots exist and where it would be impossible or impractical to comply with the minimum lot size requirement, the Village should changethe minimum lot requirements to bring these properties into conformity.

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Observations*

Existing Non-Conforming Lots, Minimum Lot Area



Source: NJ DEP, Topology

Observation 5: Strict Standards, Unintended Consequences (cont.)

Non-Conformity Issue #2 – Lot Width

Though they vary by neighborhood, widths of one- and two-family lots are generally less than 100 feet. In many neighborhoods, lot widths tend to be undersized. This was particularly true in Academy Heights, Seton Village, Village Colonials and West Montrose. It was also true in Montrose Park south of Grove Road and Irving Avenue, and in South Mountain along Walton Avenue and part of South Ridgewood Road.

Lot widths were relatively restrained even in neighborhoods with the largest lots in the Village, with lots in Montrose Park, for instance, rarely surpassing 120 feet. Lots are widest in Newstead where they can reach 150 feet wide, though those lots are not particularly deep.

Although it is challenging to calculate the total number of non-conforming lots by lot width, it is reasonable to conclude a sizable number of the lots zoned for single-family do not conform to the minimum standard for lot width. Lot widths are particularly narrow in areas close to the downtown and Mountain Train Station. Residential areas in these places were primarily subdivided in the nineteenth century and built at a more walkable scale than suburbs laid out in the twentieth century. This issue is particularly noticeable in Academy Heights, Seton Village and along South Ridgewood Road in South Mountain, where lot widths could be as narrow as 25 to 30 feet.

While existing lot widths tend to be far below those seen in other suburbs, the lot widths required by ordinance far surpass those required elsewhere. The minimum lot width required in the RA-100 zone, the most restrictive residential zone in South Orange, is 175 feet. Typically, the minimum lot width in a one-family residential zone rarely exceeds 100 feet, which is the standard that prevails in nearby communities such as Maplewood, West Orange, and Montclair.

Restrictive lot widths came about in 2003, intended to reduce development of subdivisions and preserve the Village's historic housing stock and residential character.

Non-Conformity Issue #3 – Lot Depth

Large lot areas are likely the result of excessively deep lots. In Montrose Park, where lots were originally designed for stately residences and grounds, lot depths can approach 300 feet, particularly on Centre, Stanley and Kingman Roads. Though lots on Tillou Road in Lower Wyoming are typically no more than 115 feet wide, they can extend as deep as 250 feet.

Lot depths are smaller in higher density neighborhoods, where they generally range from 75 to 125 feet. Still, lots are relatively deep even in these neighborhoods, putting a ceiling on density in places zoned for one- and two-family development. Much of Academy Heights, for instance, is comprised of lots with depths of 120 feet.

GIS technology was used to measure existing lot widths and depths that tended to prevail in the Village's residential neighborhoods. These are summarized in the table below.

Approximate Lot Widths and Depths, Residential Neighborhoods

PLACE	1- AND 2-FAMILY ZONES	REQUIRED MINIMUM WIDTHS FOR INTERIOR LOTS	EXISTING LOT WIDTHS	EXISTING LOT DEPTHS
ACADEMY HEIGHTS				
Academy St and Local Streets	RB RA-50	RB (1-family): 36 FT RB (2-family): 40 FT RA-50: 90 FT	35 to 50 FT some above 60 FT	120 FT
Prospect St	RB RA-50	RB (1-family): 36 FT RB (2-family): 40 FT RA-50: 90 FT	75 to 100 FT	100 to 200 FT
LOWER WYOMING				
North Ridgewood Rd	RA-100	175 FT	150 to 200 FT	300 FT
North Wyoming Ave	RA-100	175 FT	100 to 150 FT	125 to 150 FT
Glenside and Melrose Pl	RA-100	175 FT	50 to 75 FT	100 to 120 FT
Beech Spring and Highland Rds	RA-100	175 FT	75 to 90 FT	110 to 125 FT
Tillou Rd	RA-100	175 FT	85 to 115 FT	200 to 250 FT
MONTROSE PARK				
Vose Ave	RA-75	140 FT	65 to 80 FT	125 to 200 FT
Scotland Rd	RA-75 RA-100	RA-75: 140 FT RA-100: 175 FT	100 to 150 FT	120 to 200 FT

Approximate Lot Widths and Depths, Residential Neighborhoods

PLACE	1- AND 2-FAMILY ZONES	REQUIRED MINIMUM WIDTHS FOR INTERIOR LOTS	EXISTING LOT WIDTHS	EXISTING LOT DEPTHS
MONTROSE PARK (CONT.)				
North of Irving Ave	RA-100	175 FT	75 to 100 FT some above 100 FT	150 to 250 FT
North of Raymond Ave and West of Grove Rd	RA-100	175 FT	75 to 90 FT	150 to 250 FT
South of Grove Rd and Irving Ave	RA-60	110 FT	40 to 60 FT	125 to 175 FT
East of Centre St and West of Holland Rd	RA-60 RA-75	RA-60: 110 FT RA-75: 140 FT	80 to 120 FT	120 to 200 FT up to 300 FT
Holland Rd	RA-50	90 FT	35 to 50 FT	105 to 120 FT
NEWSTEAD				
Throughout Newstead	RA-100	175 FT	100 to 150 FT	125 to 175 FT a few exceed 200 FT
SETON VILLAGE				
Cottage St, Riggs Pl, Fairview Ave, Ward Pl	RA-50	90 FT	30 to 50 FT	140 to 180 FT
Seton Village: South of Seton Hall	RA-50	90 FT	45 to 50 FT	115 to 140 FT

Approximate Lot Widths and Depths, Residential Neighborhoods

PLACE	1- AND 2-FAMILY ZONES	REQUIRED MINIMUM WIDTHS FOR INTERIOR LOTS	EXISTING LOT WIDTHS	EXISTING LOT DEPTHS
SOUTH MOUNTAIN				
Close to Central Business District; Walton Ave	RA-60	110 FT	40 to 60 FT handful up to 80 FT	100 to 125 FT
South Ridgewood Rd and Local Streets	RA-60	110 FT	60 to 75 FT	75 to 135 FT
South Wyoming Ave	RA-60	110 FT	100 to 125 FT	150 FT
TUXEDO PARK				
Tuxedo Park: North of Cameron Rd	RA-60	110 FT	70 to 80 FT	140 to 160 FT
Tuxedo Park: South of Cameron Rd	RA-50	90 FT	40 to 70 FT	75 to 115 FT
UPPER WYOMING				
North-South Streets (Mayhew and Harding Dr)	RA-100	175 FT	65 to 90 FT	85 to 135 FT
East-West Streets	RA-100	175 FT	100 to 150 FT	125 to 175 FT
WEST MONTROSE				
Throughout West Montrose	RA-75	140 FT	60 to 80 FT	80 to 120 FT
VILLAGE COLONIALS				
Village Colonials	RB RA-50	RB (1-family): 36 FT RB (2-family): 40 FT RA-50: 90 FT	40 to 60 FT	85 to 125 FT

Source: SOV LDO, Topology

Observation 5: Strict Standards, Unintended Consequences (cont.)

Non-Conformity Issue #4 – Impervious Coverage

Impervious coverage is man-made surfaces that cannot absorb rainwater. To calculate impervious coverage, the area of buildings, structures, walkways, driveways, porches and all other non-permeable surfaces are added together, divided by the total lot area and divided by 100 to get the impervious coverage calculation.

Within the Village, single- and two-family residential zones have a maximum coverage standard of 40 percent, with the exception of the Residential A-100 zone where maximum coverage is 30 percent. For comparison, the majority of single- and two-family residential zones in neighboring communities have a maximum impervious coverage requirement of 45 percent.

Below is a map depicting lots that exceed the Village's current maximum impervious coverage. A substantial number of residential lots in the Village do not comply with maximum lot coverage. Several residential neighborhoods have many lots where more than half of the lot area is covered, far exceeding the maximum permitted. This is particularly true in Academy Heights, Village Colonials, Tuxedo Park, and Seton Village. It is also true, although to a lesser extent, in South Mountain and Montrose Park along Holland Road.

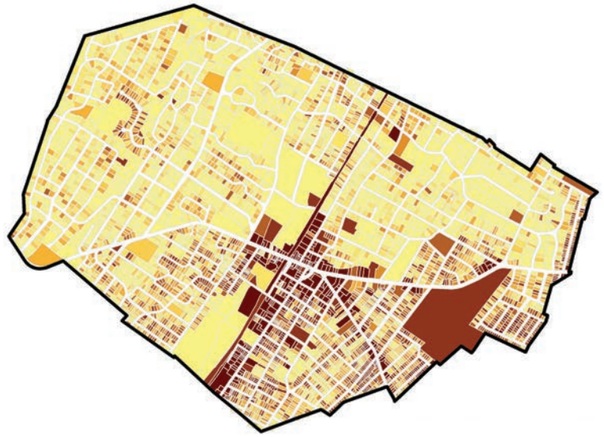
Non-conforming lot coverage is a serious issue for two reasons:

1. Barrier to site improvement: many property owners seek to improve their properties with additional features, such as principal building additions, rear yard decks and patios and typical storage sheds. If the maximum impervious coverage is too restrictive, especially on a small lot, this can prevent reasonable property upgrades.

2. Stormwater management: If too much of a community's land mass is covered by impervious surfaces, it can make it difficult for rainwater to infiltrate the ground, resulting in stormwater management issues that can put a community at risk of flooding or environmental damage. Stormwater run-off is not an isolated site problem; when stormwater runoff is unable to permeate soils or be diverted to appropriate drainage channels on-site, it drains off-site, irrespective of property boundaries or zones. A comprehensive approach is imperative.

For property improvement, stormwater management, and long-term sustainability, the impervious coverage zoning requirements should be reviewed and increased or decreased where appropriate. As well, zoning requirements should provide recommendations or allowances for alternative surface materials and support other on-site stormwater mitigation systems.

Impervious Coverage (%) Per Parcel



Coverage (%)
- 30% >
- 30 - 50%
- 35-40%
- 40 - 45%
- 45 - 50%
- 50 - 60%
- 60 - 75%
- 75% <

0 0.25 0.5 0.75 1 Miles

NORTH

Source: NJ DEP, Topology

Existing Non-Conforming Lots, Maximum Lot Coverage



- Conforming
- Non-Conforming

0 0.25 0.5 0.75 1 Miles

NORTH

Source: Topology

Observation 5: Strict Standards, Unintended Consequences (cont.)

Non-Conformity Issue #5 – Building Coverage

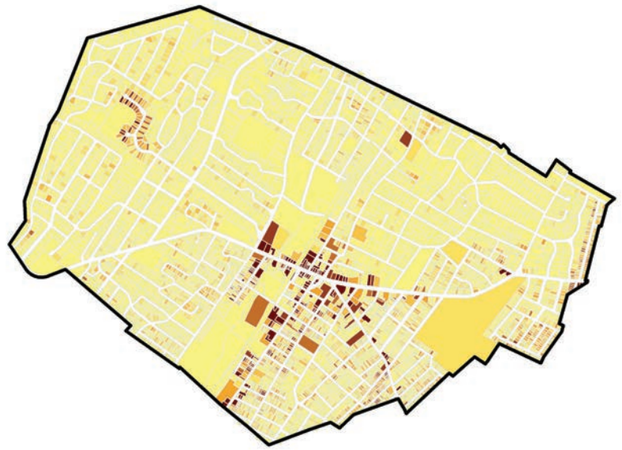
Building coverage is the percentage of lot area occupied by buildings, which include the principal building and accessory buildings. At the time of this Master Plan, South Orange does not currently have a building coverage standard in its zoning ordinance, while the majority of nearby communities do.

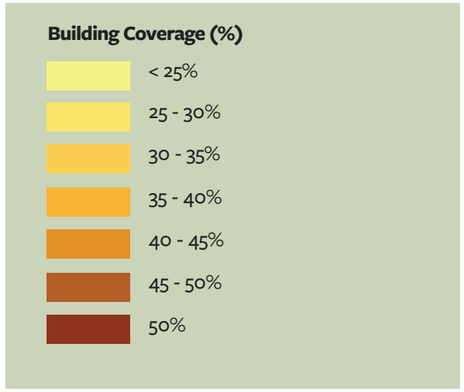
Building coverage is highest in the Village's oldest neighborhoods, where lots are smaller. In neighborhoods like Academy Heights, Village Colonials and Tuxedo Park, building coverage alone can approach or even surpass the maximum permitted impervious coverage (which includes all non-permeable groundcover plus building coverage). Additionally, greater building coverages can result in larger buildings and can change the neighborhood context and environment.

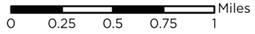
Typically, residential zones have lower building coverage maximums than commercial zones. As such, buildings at times completely cover the surface of many lots in the Central Business District.

Building coverage is one of the strongest tools an ordinance has to prevent overdevelopment of a site. Especially when older neighborhoods are facing infill development and building additions, maximum building coverage requirements are crucial to ensure that the pattern of scale and massing in a neighborhood stays appropriate.

Building Coverage (%) Per Parcel









Source: NJ DEP, Topology

Observation 6: A Plan Is Only As Good As Its Execution

Prior plans contain good ideas that should be implemented. This plan needs a strategy to ensure it has the desired impact.

The planning documents adopted in the previous three decades contain many land use recommendations that have been brought to fruition. The most significant for the purposes of the Master Plan are the 1991 Land Use Plan and the 2000, 2006, and 2011 Reexaminations of the Master Plan. These documents laid the groundwork for several significant land use policy changes, such as the 2006 adoption of an environmental constraints ordinance and the recent designation of an Area in Need of Redevelopment along Valley Street. The plans also made recommendations for specific land use topics that are covered briefly in the following sections in order to explore how they failed to materialize the places that residents aspired to see.

Recommended Modifications to Use Standards from Prior Master Plans

The Village's major planning documents recommended revisions to the land development ordinance to allow the use of carriage houses as accessory residences. Despite being recommended by the Village's major planning documents throughout the past thirty years, this recommendation was never implemented.

Previous plans also recommended that the Residence C zone be amended to prohibit offices and to cover only apartments and townhouses. Previous residents complained about the intrusion of professional and institutional offices in residential neighborhoods, an issue that remains today. The 2011 Reexamination recommended that bed and breakfasts be allowed as a conditional use.

One other recommendation – the linking of Irvington Avenue to Seton Hall – has relevance for the present plan. Residents at engagement events like the Land Use Workshop and Design Charrette specifically proposed that development affiliated with Seton Hall be located in Irvington Avenue's commercial district. These residents believed that the district's proximity to the university made a university bookstore or university offices a logical potential anchor for the area.

Master Plan Recommendations for Use Standards

RECOMMENDATION	PLANS	STATUS
Allow conversion of carriage houses into residences as conditional use	1991 Land Use Plan; 2000, 2006, 2011 Reexams	Never Implemented
Amend RC-1 Multifamily to prohibit offices	1991 Land Use Plan; 2000, 2006, 2011 Reexams	Never Implemented
Consider specifically permitting bed and breakfasts as conditional uses in residential zones near CBD	2011 Reexam	Never Implemented
Define fraternities as boardinghouses	2000, 2006, 2011 Reexams	Never Implemented (boardinghouses are prohibited, but fraternities still defined under MLUL definition and legal)
Clarify definitions for CBD	2006, 2011 Reexams	Implemented
Clarify definitions for educational uses in CBD	2006, 2011 Reexams	Implemented
Reevaluate and possibly revise uses permitted on ground floors of business districts	2006, 2011 Reexams	Implemented
Explicitly Permit Coffee Shops and Tearooms in Downtown	2011 Reexam	Implemented (Both in Redevelopment Plan and B-1 District)
Reevaluate and possibly revise uses permitted on ground floors of business districts	2006, 2011 Reexams	Implemented

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Observations*

Master Plan Recommendations for Use Standards

RECOMMENDATION	PLANS	STATUS
Explicitly Permit Coffee Shops and Tearooms in Downtown	2011 Reexam	Implemented (Both in Redevelopment Plan and B-1 District)
Amend ‘fast food ordinance’ to allow types of counterserve restaurants never meant to be prohibited	2011 Reexam	Never technically implemented, but revisions to CBD Plan and B-1 effectively addressed this recommendation
Link Irvington Avenue with Seton Hall by creating business district around university uses	2007 Smart Growth Plan, 2011 Reexam	Never Implemented

Observation 6: A Plan Is Only As Good As Its Execution (cont.)

Recommended Amendments to Bulk Standards from Prior Master Plans

Some of the previous recommendations for amending the bulk standards in the Ordinance were previously mentioned. Most notably, these include establishing a building coverage standard for residential one- and two-family zones and revising the minimum lot width standards.

The 2011 Reexamination recommended that the bulk standards for places of worship in business zones be amended. This particularly has relevance for the four historic churches in and around the downtown: First Baptist Church, St Andrew and Holy Communion, First Presbyterian and Trinity and the United Methodist Church. These churches have potential historic significance and do not conform to the current bulk standards of the B-2 and B-3 zones that they are in. Though not all these churches are in the zone, they are close enough to the downtown that potential changes to the zoning map could rezone them for business or mixed-use zone.

Previous plans have also recommended increasing the off-street parking minimum for the University district and for residential districts that do not comply with New Jersey's Residential Site Improvement Standards. Based on interviews with Village stakeholders, community outreach and our planning analysis, we do not recommend implementing this recommendation and find that, if anything, parking requirements should be reduced.

Master Plan Recommendations for Bulk Standards

RECOMMENDATION	PLANS	STATUS
Establish building coverage standard	2006 and 2011 Reexam, Smart Growth Plan	Never Implemented; This plan endorses this recommendation.
Amend Lot Width Standards to maintain character	1991 Land Use Plan, 2000 Reexam	Implemented; LDO amended in 2003; later planning documents sought to study revision
Reevaluate width standards and find alternatives to maintaining character while allowing appropriate infill	2006 and 2011 Reexam, Smart Growth Plan	Never Implemented
Create FAR standard for every district	2011 Reexam	Never Implemented
Amend bulk standards for religious uses in business zones	2011 Reexam	Never Implemented (1993 ordinance still in place)
Amend LDO to be consistent with RSIS	2006 Reexam	Partly Implemented
Raise maximum height in RA and RB zones from 30 to 35 ft	2000 Reexam	Implemented
Increase minimum setback in University district from 30 to 50 ft	1991 Land Use Plan	Not implemented
Revise off-street parking for University zone to 1 space per 2 persons of peak on-campus population	1991 Land Use Plan	Never implemented (in this form; later University district off-street parking made 1 space per 4 students)

Observation 6: A Plan Is Only As Good As Its Execution (cont.)

Recommended Zoning Map Amendments from Prior Master Plans

Past plans recommended a long list of areas to be rezoned. Many of these, whether implemented or not, are now outdated. For instance, the rezoning of South Orange Avenue for B-1 was superseded by the adoption of the Central Business District Redevelopment Plan. Others, while never implemented, were repudiated by feedback planners collected during outreach. For instance, though the 2011 Reexamination recommended that much of Irvington Avenue be rezoned for single-family development, residents surveyed in neighborhood-specific events and those who attended Village-wide engagement events said that they wanted to see a mix of commercial and multifamily development along Irvington Avenue.

Some of the previous recommendations for rezoning remain relevant. Namely, the land occupied by Village Mews is still zoned for Public Use and Open Space even though it has been used for multifamily development for over three decades. Also, parts of Academy Heights are still zoned for Residence C: Multifamily-Office where two-family development is more appropriate. Multifamily development is unsuitable for these small lots, while offices are intrusive to the character of the residential neighborhood and harmful to its historic housing stock.

The thoughtful assessment of prior Master Plan rezoning recommendations undertaken for this planning process revealed frequent disconnects between those recommendations and the existing character of the neighborhoods they would impact. Other recommendations were later addressed through different land use tools, such as the adoption of redevelopment plans. Such insights demand that present-day recommendations emphasize the most optimal uses and the manner in which they interact with surrounding properties.

Master Plan Rezoning Recommendations

RECOMMENDATION	PLANS	STATUS
Rezone Part of Academy Heights, from Milligan to Third St, from RC-1 Multifamily to RB Two-Family	1991 Land Use Plan; 2000, 2006, 2011 Reexams, 2007 Smart Growth Plan	Limited Implementation; Block 2004, Lots 7-16 rezoned in 2017; Other blocks still zoned as RC-1
Rezone Village Mews from POS to Residential RC-1 Multifamily	2000, 2006, 2011 Reexams, 2007 Smart Growth Plan	Never Implemented
Rezone Parts of Irvington Ave from R-TH to RA Single-Family	2011 Reexam	Never Implemented
Rezone South Orange Ave (Prospect St to Ward Pl) from RC-1 to RA Single-Family	1991 Land Use Plan; 2000, 2006, 2011 Reexams	Never Implemented
Rezone South Orange Ave (North Ridgewood to railroad) from B-2 to B-1	1991 Land Use Plan	Implemented, but superseded by CBD Redevelopment Plan
Rezone Taylor and Vose for Office	1991 Land Use Plan, 2000 Reexam	Never Implemented, now HUB Realty Redevelopment
Rezone west side of Valley Street (between railroad ROW and Valley St) for Office	1991 Land Use Plan	Never Implemented; 2000 Reexam found it no longer valid
Rezone Irvington Ave (from Prospect St to Riggs Pl) from RC-1 to R-TH	1991 Land Use Plan	Implemented
Rezone interior lots on Cottage Street from RC-1 Multifamily to RA Single-Family	1991 Land Use Plan	Never implemented and not recommended in later planning documents

Observation 6: A Plan Is Only As Good As Its Execution (cont.)

New Zoning Districts

Several prior master plans recommended the creation of new zoning districts. Many of the zoning districts proposed in previous plans have been adopted. While the creation of the Greenway zone was not reaffirmed in the 2011 Reexamination, this plan highly encourages the establishment of the Greenway envisioned within the Rahway River Master Plan.

New Zoning Districts Recommendations

RECOMMENDATION	PLANS	STATUS
Create Park zoning district and identify natural open space	2006 Reexam	Never Implemented and not affirmed in 2011 Reexam
Create Private Recreation Facility zone	2006 Reexam	Partly implemented; OLTC Redevelopment Plan includes Private Recreation district
Create Greenway zone, extending 25 feet from river	2006, 2011, Smart Growth Plan	Never Implemented
Eliminate Special Districts A and B and Consolidate with University District	1991 Land Use Plan	Partly Implemented; Special District A remains overlay for Seton Hall parking
Create Senior Citizens Housing District	1991 Land Use Plan	Implemented

LAND USE + COMMUNITY FORM - EXISTING CONDITIONS + OBSERVATIONS- *Observations*

Observation 6: A Plan Is Only As Good As Its Execution (cont.)

Vision Plan

In 2008 and 2009, the Village undertook an examination of the downtown and commercial corridors to develop a plan for how the downtown, Valley Street and Irvington Avenue commercial corridors should evolve over the coming decades. The result was The South Orange Downtown Vision Plan, prepared by the Cecil Group, which includes findings from several public engagement sessions and presentations and culminates with a series of planning recommendations and streetscape concepts. The Downtown Vision Plan emphasized "Smart Growth" planning practices such as mixed-use, transit-oriented development, community sustainability, mass transit accessibility, walkability and retaining the characteristics and history of the Village.

Specific recommendations for the downtown included:

- A commercial building on Sloan Street over a portion of the existing public parking lot
- Relocate the South Orange Rescue beside the renovated Fire Station.
- Build a new tree-lined walkway through the public parking lots.
- Continue to develop street frontage with retail, commercial, and/or public activity space to enliven the street.
- Reconstruct the parking lot behind the Train Station for a more efficient drop-off/pick-up area, a better entrance to SOPAC, and a more pedestrian-oriented connection to the river.
- Create a pedestrian plaza extending from the north side of South Orange Avenue to the riverbank, to attract people towards Meadowland Park with improved access to the river, park, and The Baird.
- Continue the river front path.
- Consider structured parking on the western side of the NJ transit lot.
- Maximize the use and value of the Village-owned parcel at Third Street, including selling portions for mixed-use redevelopment and/or creation of a downtown "gateway".
- Implement design guidelines and a program for sustainability and green building to improve the quality of local architecture and site improvements.
- Build residential units around Memorial Park to take advantage of the park's qualities to further activate the park space, and improve the overall visual quality of the corridor.

The South Orange Downtown Vision Plan demonstrated bold concepts and planning theories that are still valid and echoed during community engagement in the Village a decade later. However, the plan was met with some criticism that it was not feasible or financially practical to implement. The goal of the new Master Plan is to maintain that ambitious vision for what South Orange can be while keeping an emphasis on pragmatic approaches to the future development and the growth of the Village.

The outcomes of these planning efforts should serve as a cautionary tale for the Village. For this Plan to work, it will need an implementation strategy with clearly delineated responsibilities, a clear understanding of the resources and labor involved, and realistic timelines for when the Plan's recommendations should be implemented.

Recommendations

The enthusiastic participation of South Orange residents during public engagement provided the planning team with several insights on what is most desired throughout the community. Together with the careful review of existing conditions and prior planning efforts, those responses shed light on the most pressing needs of the community and where interventions might have the most significant impact. It is those insights, detailed in the previous sections of this Element that form the basis for the recommendations here.

This section establishes policies related to the form of future development and redevelopment in South Orange followed by illustrative examples of how those policies would transform key parts of the Village with the greatest potential to spur reinvestment across all of South Orange.



01

Goal: Elevate the Quality of New Development

The Village needs a blueprint for future development that is both comprehensive for the community as a whole, and specific to properties and buildings. As discussed, current development regulations cannot effectively guide the type of new development that will advance local aspirations. The contents of Goal 1 lay out a strategy for the Village to take control of the aesthetics and character of new development.

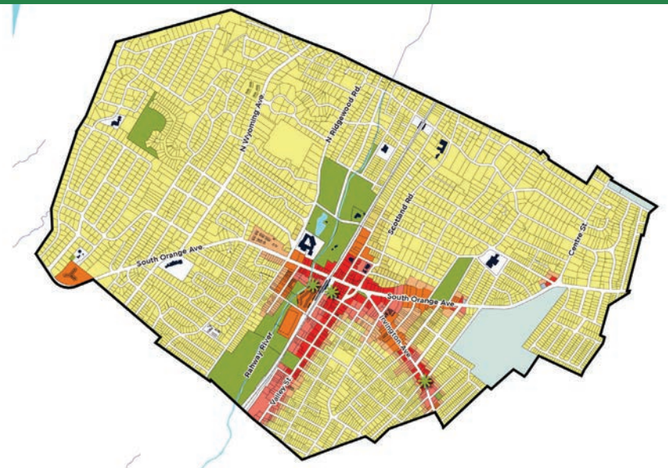
Objective 1.1: Define a Village-wide framework to guide regulation of form and character as well as other design policies.

Throughout the engagement process, residents often raised two seemingly competing aspirations – to create a uniform and comprehensive aesthetic in the Village on one hand, and to preserve the unique character of individual neighborhoods and corridors on the other. In reality, these are not competing objectives, but they do require a specific approach.

This section and its associated imagery establish the locations for different types of development and, most importantly, provides guidance on the desired form of future development. The objectives and policies in this section were informed by the assessment of existing conditions, good planning principles, current development trends, and public input. Ultimately, the recommendations contained in this Master Plan regarding the proposed location, use and form of future development (as defined in this chapter) should guide municipal decisions on zoning amendments, site plan proposals, and subdivision requests.

Enhancing livability and protecting established character within single-family residential neighborhoods through appropriate development intensity remains a top priority of this plan. With that said, increased residential densities in appropriate locations also remains a policy priority as long as new development will increase the local tax base, support the creation of affordable housing, strengthen retail corridors through increased commercial activity, and support the use of alternative mobility forms including walking, biking, mass transit ridership and other forms of emerging mobility.

Community Form Framework Plan



- Township Boundary
- Waterbodies
- Potential Formal Open Space

Character Areas

- Villaage Shopfront
- Village Mixed Shopfront
- Mixed Multi-family
- Transition
- Mixed Single-family Office
- Mixed Single-family
- Single Family Unit (ADU Option)
- Special District
- Open Space

Throughout the public vetting of this plan, alternative proposals emerged from the Development Committee for select lots east of Mountain Station and North of Seton Hall University that might be suitable for a wider range of allowable uses than are shown here within the Community Form Framework Plan. Such flexibility, particularly near Mountain Station, could serve as beneficial transit-oriented development. Though not depicted on the Framework map, such ideas are discussed here to encourage further exploration in the shaping of future land use policies.

LAND USE + COMMUNITY FORM - RECOMMENDATIONS - *Goal 1: Elevate the Quality of New Development*

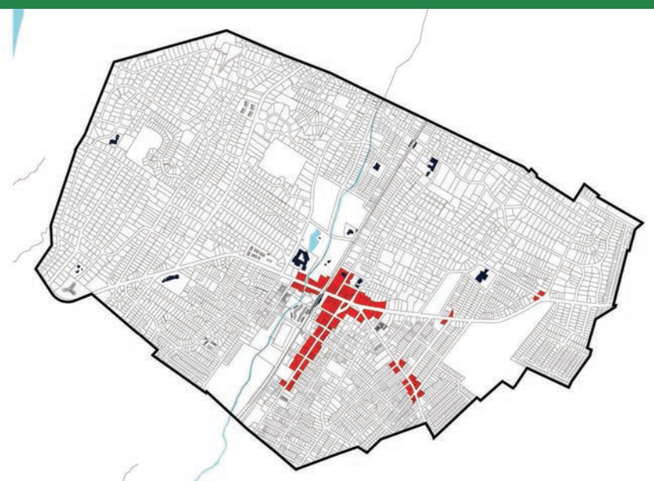
Objective 1.2: District-level development and design standards that integrate building form, land use and similar parameters that strengthen the identity of specific neighborhoods while also creating visual cohesion throughout the community.

The Village's distinct neighborhoods and collective character are highly valued. This objective offers strategies to enhance that character and to create an aesthetic that is reflective of the community's values. Recognizing that each section of the Village requires unique solutions, the link below illustrates community form guidelines that will strengthen individual neighborhoods and create a recognizably consistent appearance Village-wide.

1 Village Shopfront

The Village Shopfront character area is the location the most intense mixed-use areas and the center of activity. These areas are clustered, such as downtown South Orange, or stretch along one or more blocks of the key corridors South Orange Avenue, Valley Street, and Irvington Avenue. Mixed-use building types with active uses at street level, such as retail and restaurants, are intended to dominate this area. Other uses, such as office and residential, are encouraged on upper levels. Buildings are built close to sidewalks, which are typically wider than in other areas with a "village center" streetscape treatment that prioritizes the pedestrian over the automobile. Building heights vary based on context with the tallest buildings envisioned within and around downtown. As centers of activity, ample parking is necessary, but it is de-emphasized within a pedestrian-oriented streetscape.

Village Shopfront

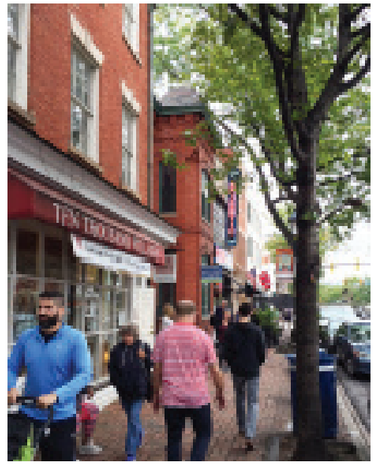


1 Village Shopfront: Precedent Imagery











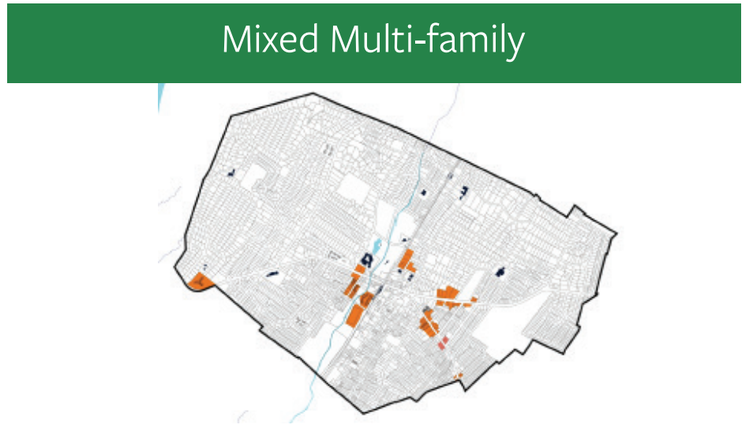
Village Shopfront development emphasizes mixed-use buildings with uses such as retail, restaurant, and entertainment that promote active streets-capes (top); The articulation of facades including recesses and projections and changes in ma-terial help to break down the mass of large buildings (top, left); Sidewalks are generally wider in Village Shopfront char-acter areas (bottom, middle); Street level facades typically contain more window area (bottom, left).

1 Village Shopfronts: Table of Characteristics

USE	
Appropriate Land Uses	• Mixed with active uses strongly encouraged at street level (refer to Land Use Element) • Office development should be encouraged in single-use buildings as well as on upper levels of mixed-use buildings
DEVELOPMENT CHARACTER	
Building Types	• Mixed-use/Commercial • Parking Structure • Live/Work Townhouse
Building Placement	• Street-facing facades built to or just behind the sidewalk • Buildings are attached or feature narrow side yards
Frontage	• Shopfronts should be required for all buildings facing primary streets • Buildings are attached or feature narrow side yards
Height	• Refer to Community Form Framework Plan • Limited height bonus for the provision of affordable housing may be appropriate if stepped back from street-facing facades • Stepping down building height may be appropriate between this character area and Transition or Single-family character areas
Parking	• Located behind/below buildings along primary streets, though limited parking beside buildings may be considered
Access	• From secondary streets for corner lots when possible • Shared access should be required to limit curb cuts when possible
Landscaping and Transitional Buffering	• Parking along street frontages should be screened • Buffering that favors the use of walls, hedges, and/or trees rather than significant width is encouraged between this character area and Transition or Single-family character areas
Mobility and Streetscape	• Wide or narrow sidewalks (depending on street level uses), street trees in tree wells/planters or planting strip, uniform lighting, adequate furnishings, on-street parking, pedestrian bulbs, and clearly marked crosswalks with countdown signals are strongly encouraged (refer to Mobility Element)

② Mixed Multi-family

The Mixed Multi-family character area is generally reflective of existing development patterns where multi-story multi-family de-velopment is prevalent and intended to remain as such, or possibly intensify, over time. These areas frame downtown or extend along portions of key corridors where all forms of traffic are generally greater. While much of the existing development pattern is made up of traditional apartment or "stacked flat" building types, it is not the intent of this area to limit future development to a single type. In fact, variety in building type is en-couraged to meet the market demand of residents and promote the idea of "aging in place." While new development may vary in type, the character should be inspired by the historic, village character of surround-ing existing, historic development. Buildings generally are set back from the sidewalk and there is typically more space between buildings, or groups of attached buildings; however, buildings continue to dominate the streetscape, not parking.



② Mixed Multi-family: Precedent Imagery



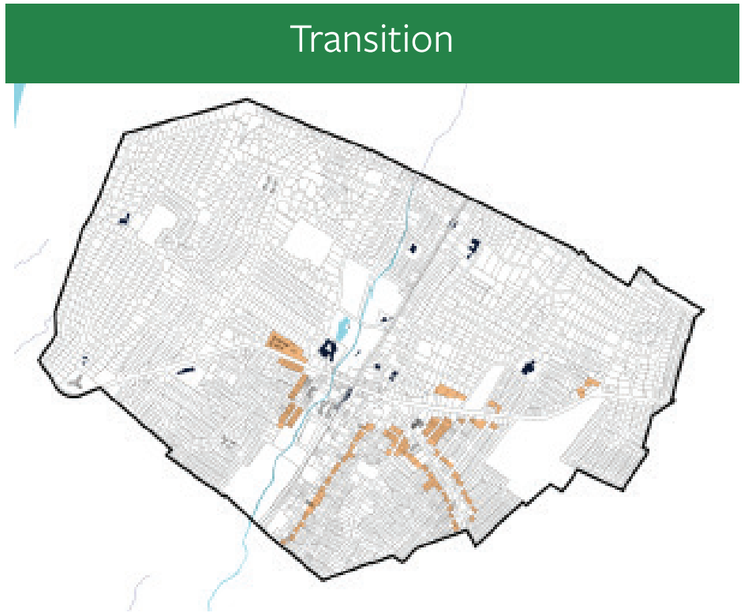
Mixed-Multi-family areas are the location of higher intensity residential uses close to or along major corridors. New multi-family de-velopment should feature articulation of the facades to diminish the mass of larger foot-prints. This can be accomplished by recess-es and projects (middle top and bottom and upper right) or the use of courtyards (above). A mix of building types is encour-aged, such as townhouses (bottom right) as well as street-oriented entrances and stoops.

② Mixed Multi-family: Table of Characteristics

USE	
Appropriate Land Uses	• Residential, civic/institutional (refer to Land Use Element)
DEVELOPMENT CHARACTER	
Building Types	• Stacked Flats • Small-footprint Flats • Townhouse
Building Placement	• Facades have shallow street setbacks or setbacks similar to adjacent development on the same block face • Townhouses are typically attached on one or both sides, but Flats typically have yards on all sides
Frontage	• A principal entry is typically oriented toward the street • Facades are generally parallel to the street frontage, but recessed forecourts are appropriate on Courtyard Flats
Height	• Refer to Community Form Framework Plan • Ground floor residential uses are typically raised above the level of the adjoining sidewalk • Limited height bonus for the provision of affordable housing may be appropriate if stepped back from street-facing facades • Stepping down building height may be appropriate between this character area and Transition or Single-family character areas
Parking	• Located behind/below buildings along primary streets, though limited parking beside buildings may be considered
Access	• From secondary streets for corner lots when possible • Shared access should be required to limit curb cuts when possible
Landscaping and Transitional Buffering	• Parking along street frontages should be screened • Buffering that favors the use of walls, hedges, and/or trees rather than significant width is encouraged between this character area and Transition or Single-family character areas
Mobility and Streetscape	• Narrow sidewalks, street trees in planting strip, uniform lighting, adequate furnishings, on-street parking, pedestrian bulbs, and clearly marked crosswalks with countdown signals are strongly encouraged (refer to Mobility Element)

3 Transition

As its name implies, this character area in-tended to transition between areas of high and low development intensity typically along the corridors of South Orange Avenue, Valley Street, and Irvington Avenue. Cur-rently, very little transition exists between development along these corridors and the single-family neighborhoods just beyond. As the vision for portions of these corri-dors moves toward redevelopment with multi-story mixed-use type development, the Transition character area creates an op-portunity to not only act as a buffer, but, more importantly, create the opportunity for medium-intensity residential develop-ment that can meet needs not currently being met. The Transition area can be an ef-fective way to address the “missing middle,” or mixture of medium-density residential building types that fit well near single-family neighborhoods and fill the gap between sin-gle-family detached housing types and the larger footprint mixed use and multi-family types found in more intense areas. While multi-family by definition, the form and char-acter of these types most closely resemble the form of larger, single-family houses. Buildings are set back from the street and feature yards on all sides. Off-street parking is located to the rear or sometimes side of buildings. The transition between this char-acter area and single-family neighborhoods should be nearly seamless.



3 Transition: Precedent Imagery









Transition areas create the opportunity for a variety of building types, but with a character that is similar to the single-family neighborhoods they buffer. Small-foot-print flats (top left and right), townhouses (above), and duplexes (left) are examples of the smaller scale resi-dential development typical in transition areas.

3 Transition: Table of Characteristics

USE	
Appropriate Land Uses	• Residential, civic/institutional (refer to Land Use Element)
DEVELOPMENT CHARACTER	
Building Types	• Small-footprint Flats • Townhouse • Two-family House • House
Building Placement	• Facades are set back from the street or setbacks similar to adjacent development on the same block face • Townhouses are typically attached on one or both sides, but Flats typically have yards on all sides
Frontage	• A principal entry is typically oriented toward the street • Porches and stoops are common • Facades are generally parallel to the street frontage, but side and rear wings help to break down the mass of buildings
Height	• Refer to Community Form Framework Plan • Ground floor residential uses are typically raised above the level of the adjoining sidewalk
Parking	• Located behind/below buildings along primary streets, though limited parking beside buildings may be considered
Access	• From secondary streets for corner lots when possible • Direct street access for interior lots • Direct access from rear lanes if part of a larger planned development
Landscaping and Transitional Buffering	• Foundation planting similar to single-family development
Mobility and Streetscape	• Narrow sidewalks, street trees in planting strip, uniform, but non-obtrusive lighting, and on-street parking are strongly encouraged (refer to Mobility Element)

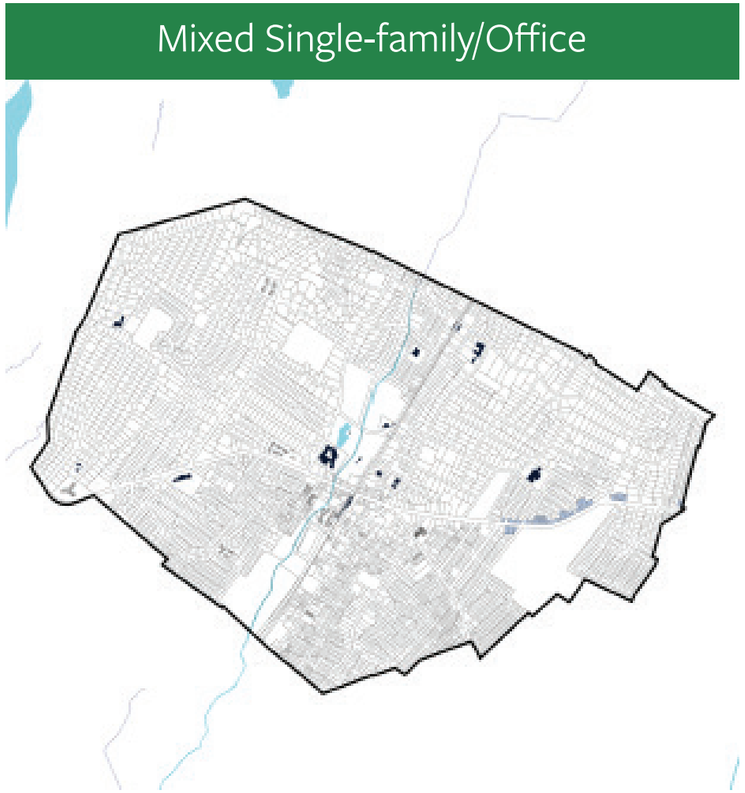
3 Transition: Additional Policies

- Redevelopment in the vicinity of the police station should consider the possibility of saving the historic house behind the station, or at least honoring its location and significance to the area.
- Redevelopment along Cottage Place should balance existing development patterns with current zoning.



4 Mixed Single-family/Office

Along portions of South Orange Avenue near Seton Hall University, there has been some small office development or redevelopment of single-family housing to office. The intent of this plan is to allow this to continue in a limited fashion as long as the character of new development is compatible with the surrounding single-family character. Buildings in this area are set back from the street with yards on all sides. The massing of new buildings resembles the massing of a single-family house. Additional parking will be necessary for sites with non-residential uses, but such parking does not dominate the front yard.



4 Mixed Single-family/Office: Precedent Imagery









In most cases, single-family houses are converted to offices in the Mixed Single-family/Office area as in the images on this page. In some instances, however, new construction is warranted. In those cases, it is important that such construc-tion take its cues from the sur-rounding single-family context, including footprint, placement, height, and massing. Addition-al parking may be required and should be located behind build-ings to preserve the front yard.

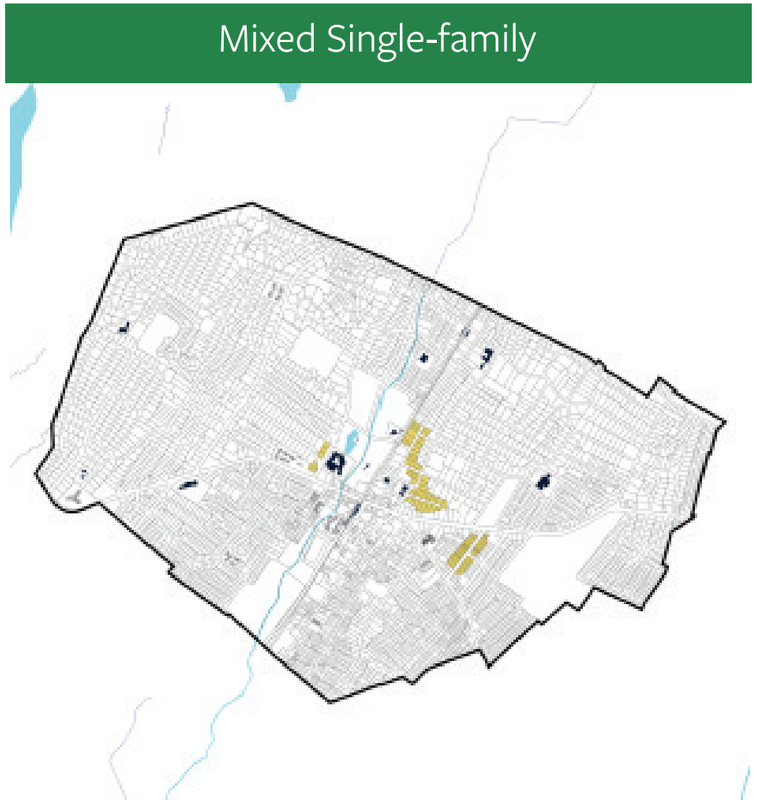
4 Mixed Single-family/Office: Table of Characteristics

USE	
Appropriate Land Uses	• Residential, office, civic/institutional (refer to Land Use Element)

DEVELOPMENT CHARACTER	
Building Types	• Small-footprint Commercial • House
Building Placement	• Facades are set back from the street and/or setbacks are similar to adjacent development on the same block face
Frontage	• A principal entry is oriented toward the street • Porches and stoops are common • Facades are generally parallel to the street frontage, but side and rear wings help to break down the mass of buildings
Height	• Refer to Community Form Framework Plan
Parking	• Located behind/below buildings along primary streets, though limited parking beside buildings may be considered
Access	• From secondary streets for corner lots when possible • Direct street access for interior lots
Landscaping and Transitional Buffering	• Foundation planting at the base of buildings
Mobility and Streetscape	• Narrow sidewalks, street trees in planting strip, uniform lighting, and on-street parking are strongly encouraged (refer to Mobility Element).

5 Mixed Single-family

There are areas within approximately a half-mile radius, or ten-minute walk, of the South Orange Train Station that are predominantly single-family in use and character. The intent of the Mixed Single-family character area is to continue the single-family form of development but create opportunities for development of two to four units on a single parcel as long as the single-family form is maintained. In many instances this will occur within existing structures, but new development must embody the same character. Buildings are set back from the street with yards on all sides. Buildings should be designed to resemble the massing of a single-family house. Additional parking will be necessary for development with more than one unit, but such parking must not dominate the front yard.



5 Mixed Single-family: Precedent Imagery






It is important in the Mixed Sin-gle-family area to limit the range of type to those that resemble a large single-family house. The intent is for small footprint flats and duplexes to fit in seamlessly with surrounding single-family detached dwellings.

5 Mixed Single-family: Table of Characteristics

USE	
Appropriate Land Uses	• Residential, civic/institutional (refer to Land Use Element)

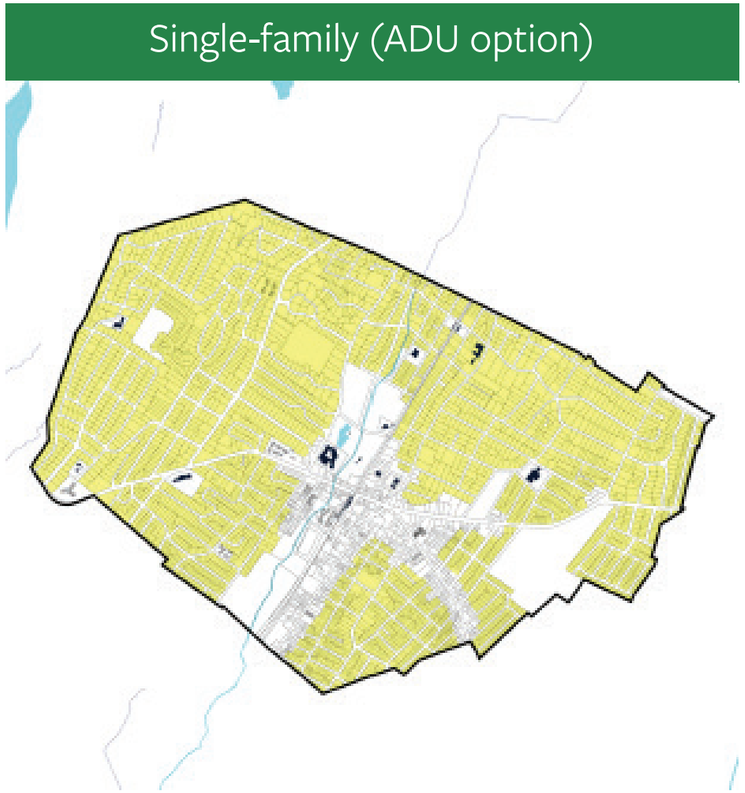
DEVELOPMENT CHARACTER	
Building Types	• Small-footprint Flats • Accessory Dwelling • House
Building Placement	• Facades are set back from the street and/or setbacks are similar to adjacent development on the same block face
Frontage	• A principal entry is oriented toward the street • Porches are common • Facades are generally parallel to the street frontage, but side and rear wings help to break down the mass of buildings
Height	• Refer to Community Form Framework Plan
Parking	• Located behind/below buildings along primary streets, though limited parking beside buildings may be considered
Access	• From secondary streets for corner lots when possible • Direct street access for interior lots
Landscaping and Transitional Buffering	• Foundation planting at the base of buildings
Mobility and Streetscape	• Narrow sidewalks, street trees in planting strip, uniform, but non-obtrusive lighting, and on-street parking are strongly encouraged (refer to Mobility Element)

5 Mixed Single-family: Additional Policies

- Develop a thorough review and approval process for two-four unit development.
- Montrose Park should become a local historic district with applicable design standards for all properties within the boundary of the district.

6 Single-family (ADU option)

There are areas within approximately a half-mile radius, or ten-minute walk, of the South Orange Train Station that are predominant-ly single-family in use and character. The intent of the Mixed Single-family character area is to continue the single-family form of development but create opportunities for development of two to four units on a single parcel as long as the single-family form is maintained. In many instances this will occur within existing structures, but new development must embody the same char-acter. Buildings are set back from the street with yards on all sides. Buildings should be designed to resemble the massing of a single-family house. Additional parking will be necessary for development with more than one unit, but such parking must not domi-nate the front yard.



6 Single-family (ADU option): Precedent Imagery









Accessory dwelling units (ADU) may be attached, semi-de-tached, or detached from the primary residence. Regardless, such units must be subordinate in form, height, and mass to the primary dwelling on the lot. Such units are located behind the primary dwelling (above left and far left). On corner lots, the ADU may be access from the side street. Freestanding units often employ half-stories to limit the height (left).

6 Single-family (ADU option): Table of Characteristics

USE	
Appropriate Land Uses	• Residential, civic/institutional (refer to Land Use Element)

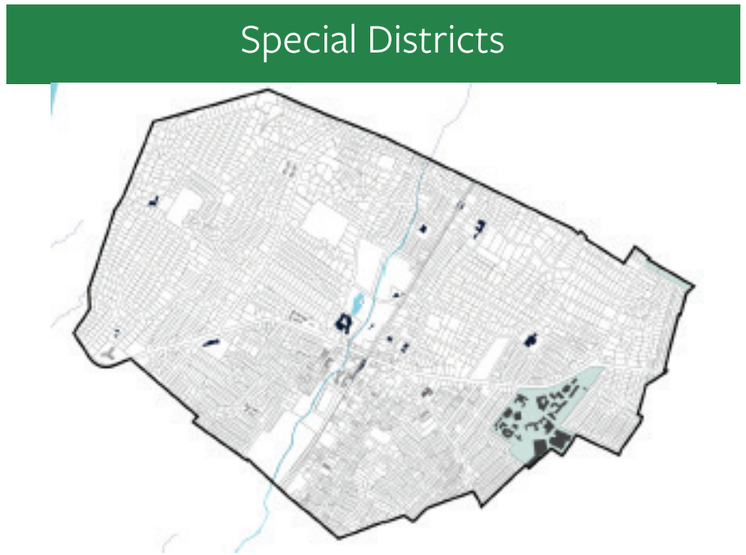
DEVELOPMENT CHARACTER	
Building Types	• Accessory Dwelling • House
Building Placement	• Facades are set back from the street and/or setbacks are similar to adjacent development on the same block face
Frontage	• A principal entry is oriented toward the street • Porches are common • Facades are generally parallel to the street frontage, but side and rear wings help to break down the mass of buildings
Height	• Refer to Community Form Framework Plan
Parking	• Located behind/below buildings along primary streets, though limited parking beside buildings may be considered
Access	• From secondary streets for corner lots when possible • Direct street access for interior lots
Landscaping and Transitional Buffering	• Foundation planting at the base of buildings
Mobility and Streetscape	• Narrow sidewalks, street trees in planting strip, and uniform, but non-obtrusive lighting (refer to Mobility Element)

6 Single-family (ADU option): Additional Policies

- Develop a thorough review and approval process for accessory dwelling unit development.
- Develop a collection of pre-approved stock plans for accessory dwelling units.
- Montrose Park should become a local historic district with applicable design standards for all properties within the boundary of the district.

7 Special Districts

Due to their inherent exclusive nature, special districts are areas that do not fit well into the established character areas. Special districts are often applied to areas such as institutional campuses that tend to be au-tonomous. In the case of South Orange, there are two special districts, Seton Hall University on the eastern edge of the village and a sliver of the VA Medical Center in the northeast corner of the village. Despite their nature, however, it important to consider how these institutions integrate with the surrounding community.



VA Medical Center

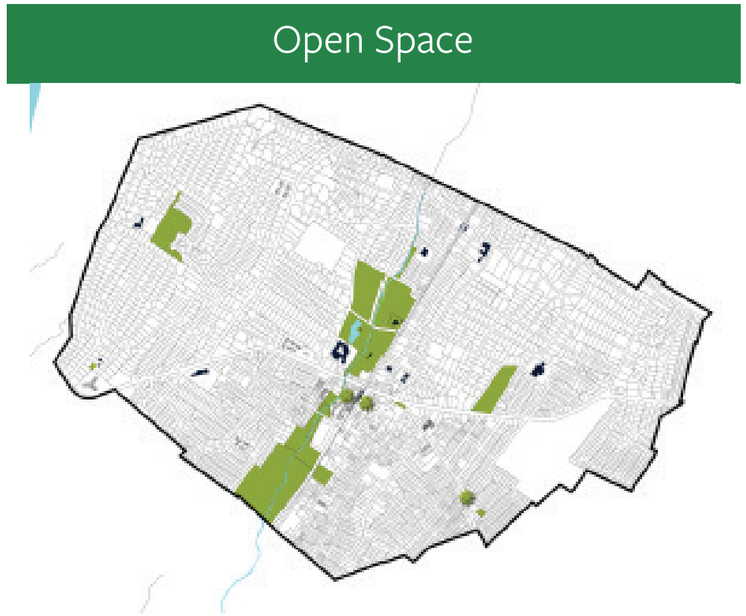
- Encourage the preservation of mature vegetation along the Finlay Place boundary of the VA Medical Center campus.
- Encourage new development along Finlay Place to maintain a green buffer between the street and build-ings and to step down in height across from existing single-family houses.
- Encourage the construction of sidewalks and streetscape elements along the Finlay Place boundary of the VA Medical Center campus as part of any redevelopment efforts.

Seton Hall University

- Encourage future university development along South Orange Avenue to include frontage onto South Orange Avenue between Ward Place and Centre Street in addition to any frontage internal to the campus.
- Encourage future university to support the creation of a center at the intersection of South Orange Avenue and Centre Street.
- Encourage the university to support the creation of a neighborhood center along Irvington Avenue near the intersection of Ward Place that can serve students as well as the surrounding neighborhoods.

8 Open Space

Although open space is undeveloped or developed with community-serving facilities, it—along with mobility—is an important consideration with regard to community form. The form of development can be influenced by its adjacency or proximity to open space and vice versa. While parks, open space, and community facilities are addressed else-where in this plan, the policies in this section generally pertain to development adjacent to township parks and open space.



Open Space Policies

- Encourage new development or the redevelopment of property to frame adjacent parks and open spaces.
- Encourage the creation of a new, formal open space associated with new development or redevelopment along the Irvington Avenue corridor, preferably between Fairview Avenue and College/Waverly Avenue (see Irvington Avenue Focus Area).
- Encourage new development or the redevelopment of property to have frontage, including pedestrian entries, on parks and open space when adjacent.
- Discourage the location of surface parking lots adjacent to existing or proposed parks and open space.
- Encourage liner buildings or ground floor active uses in parking structures where adjacent to existing or proposed parks and open spaces.
- Discourage new development adjacent to parks and open space from impacting mature vegetation along its edges.



Objective 1.3: High-quality architecture and buildings that are appropriate for South Orange in scale, character and intensity.

Buildings are among the most important building blocks for the appearance of any community. Appropriate standards are needed to ensure that these buildings utilize materials and incorporate designs that enhance the character of their neighborhoods. In addition to design features, it also important that the size and intensity of new buildings remain consistent with those that surround it. A modern mid-rise office building would disrupt the passive qualities of single-family neighborhoods in the same manner that a single-story residential cottage would detract from the vibrancy of a commercial corridor. Design standards put a focus on the overall look and feel of various neighborhoods and districts throughout the Village, with a workable roadmap for new developments to align with the larger established vision.

Strategies

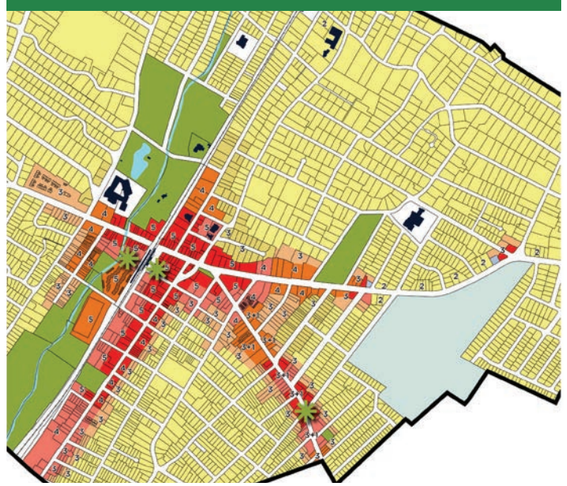
1 Establish Height Standards Consistent with Character Objectives

The map below provides guidance on recommended building heights for the respective character areas. The Village supports increasing the permitted building height in the heart of the downtown, majority of the Central Business District, and along the train line south of South Orange Avenue to 5 stories. Areas with a "+1" indicate opportunities for an additional story if certain conditions are met. Building heights are among the most sensitive of bulk standards due to their impact on surrounding properties, so the recommendations herein strive to maximize development potential while respecting neighboring uses.

2 Define vision through recommended building typologies that coincide with district-level plans

The utilization of building types as a reference for infill development is an effective tool for guiding new development that accommodates desired uses while remaining consistent with the character of a surrounding neighborhood. Such references can reduce costs and efforts required to design such infill development and can provide the community with helpful visual references to properly vet the appropriateness of a proposed project.

Building Height Policies



- Township Boundary
- Waterbodies
- Potential Formal Open Space
- 3 — Recommended Maximum Number of Stories
- Village Shopfront
- Village Mixed Shopfront
- Mixed Multi-Family
- Transition
- Mixed Single-Family Office
- Mixed Single-Family
- Single-Family (ADU option)
- Special District
- Open Space

Community Form Framework Plan • Building Types

Multiple building types are permitted within most Character Areas. The following is a brief description of each type with guidance on form and use.



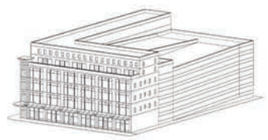
Mixed-use/Commercial

A building with a limited or no front yard that has commercial uses on the ground floor and residential or office uses on upper floors. Parking is located at behind or below the building in a surface lot or structure.



Small Footprint Flats

A detached multi-family dwelling, of up to 8 units, on a single lot with a parking area or garage at the back of the lot. Manor Houses are designed to resemble a large, single-family structure (syn. Manor House)



Parking Structure

Parking structures in downtowns should include a liner building to hide the structure from street view, or be designed to so as to resemble a building and include active uses at street level when fronting primary streets.



Two-family House

A detached two-family dwelling on a single lot with a parking area or garage at the rear of the lot. Ideally, duplexes are designed to resemble a single-family structure.



Stacked Flats

A detached multi-family dwelling on a single lot with a shallow front yard, narrow side yards, and parking behind or below the building in a surface lot or structure. Stacked flats may be configured to create a courtyard that opens to a street.



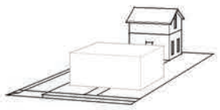
Small Footprint Commercial

A building with office uses that is designed to resemble a single-family house. It is important for this building type to take its design cues from the surrounding context.



Live/Work Townhouse

A single-family dwelling attached on one or two sides with flexible space for a non-residential use on the ground floor. Live/Work Townhouses have a very shallow front yard and a parking area or garage at the rear of the lot.



Accessory Dwelling Unit

A separate additional living unit, including separate kitchen, sleeping, and bathroom facilities, attached or detached from the primary residential unit, on a single-family lot.



Townhouse

A single-family dwelling facing a street or courtyard and attached on one or two sides. Units typically have a shallow front yard and private courtyard between the rear of the unit and the parking area or garage at the rear of the lot.



House

A detached single-family dwelling on a medium-size lot with access from its fronting street and parking recessed behind the front facade (syn. Estate).

Objective 1.4: Amend the Zoning Code to implement the Future Land Use + Community Plan

To be successful, the policies and concepts contained herein will need to evolve from a plan into laws and regulations. This goal lays out the preliminary steps to overhaul the Village's zoning code – based both upon this Land Use + Community Form Element as well as other concepts from prior master plans.

This Master Plan, pursuant to the New Jersey Municipal Land Use Law, anticipates that the Village will comprehensively update its Land Development Ordinance in a manner that is consistent with the recommendations contained herein. A review of the existing ordinance, an analysis of the Planning and Zoning Board's annual reports, an examination of the ordinances of similar municipalities and engagement outcomes all point to the fact that South Orange needs more than the current ordinance can provide. As such, the following pages create a "blueprint" for future ordinance amendments.

Strategies

1. **Adopt design standards**
for new development that is contextually appropriate and inspired by, but not a facsimile of, the historic architecture of South Orange. Design standards should, at a minimum, address the following: façades (materials, etc.); openings (windows, doors, etc.); attachments (porches, stoops, etc.); and roofs (materials, configuration, etc.).

2. **Adopt new signage standards**
that promote human-scaled signage in the Downtown, corridors, and other centers.

3. **Remove barriers to good architecture**
such as bulk parameters that necessitate specific (and flatter, less attractive) rooflines than those with higher pitches more consistent with established neighborhood character. Consider incorporating tools such as incentives or exemptions for desired design features.

4. **Evaluate prior plan recommendations on a site-level basis**
basis to assess their desirability prior to any ordinance amendments. The following recommendations from prior re-examinations should be assessed in greater detail:

- Incorporate F.A.R. standards throughout the Village as an intensity control.
- Establish building coverage standards for each district.
- Allow bed-and-breakfast uses as a conditional use in and around the downtown (or perhaps consider a pilot program).
- Consider mechanisms that will better balance the needs of houses of worship with those of the community.
- Ensure ordinance definitions do not inadvertently prohibit certain types of restaurants or eateries.
- Revisit lot width or other bulk standards and consider whether the existing non-conformities are suitable.

LAND USE + COMMUNITY FORM - RECOMMENDATIONS - *Goal 1: Elevate the Quality of New Development*

5. **Evaluate Religious Uses Town-wide**
South Orange is fortunate to have, as part of its diverse culture, Places of Worship that reflect many faiths and denominations which are centered on social justice concerns as well education and deepening individuals' and families' relationships with their faith. Currently, Places of Worship are not a permitted use anywhere in the Village; they are conditional uses. Because of their important role in the South Orange Village community, the following updates should be made to the ordinance:

- Adhere to RLUIPA and best practices
- Clearly define Places of Worship
- Improve parking standards
- Determine appropriate locations for Places of Worship as a permitted use and as a conditional use
- Define accessory uses related to Places of Worship

A more appropriate parking strategy should be employed for Places of Worship that include the following:

- Provisions for off-site parking, where, other than handicap parking and employee parking, the requirement may be satisfied if an offsite parking area or shared parking agreement is provided within 0.5 miles of the site
- Reduced number of required spaces overall, with requirements based on zone (i.e. less spaces for downtown zones and more spaces for residential zones)
- Allowance of compact parking spaces
- Reduction for up to half of the parking requirement, provided an alternate transportation plan is developed subject to the review and approval of the Board and SOPA, including shuttle systems, offsite parking agreements, shared parking agreements, ride share spaces, connections to public transportation, and bicycle accommodations.
- Evaluate parking requirements for other uses on site if applicable

Modern Places of Worship typically provide services and amenities above and beyond congregating for religious observances, events, and holy holidays. Some of these uses are "incidental and subordinate" to the Places of Worship use and are expected as part of any religious building, such as clergy offices, assembly rooms, classrooms, and counseling rooms for weekly use. Some Places of Worship contain more daily uses such as residential uses for clergy, offices for regional administration, and small meetings space. Some Places of Worship are used as community centers as well as for day care, large meetings, special events, sports, and other short-term guests and long-term overnight residents. The plan recommends the following:

- Evaluate the ordinance to determine which zones are appropriate for each scale of Place of Worship, based on occupancy, intensity, programming, and location.
- Determine appropriate accessory uses that are complementary to the Places of Worship use.
- Determine appropriate accessory use requirements in regard to Places of Worship



02

Goal: Harmonize Land Use + Mobility

When considering the appropriate land use regulations for the Village, it is critical to balance the amount, location and type of transportation facilities with the community. This means looking beyond the street system or any individual property to recognize the many linkages between transportation, the built environment and community life in its varied forms, and how all these intersect in the public realm. The ability of the Village's transportation network to facilitate safe and comfortable utilization of different uses is a key component to the day to day lived experiences of its residents.

Objective 2.1: Develop a comprehensive parking and loading strategy to maximize use of on-and-off-street facilities

Accommodating the delivery and service needs of multi-family residential and commercial facilities without impeding roadway operations is a challenge in downtown South Orange. The provision of on-site parking that meets current zoning standards is similarly challenging due to the increased construction cost and negative character impacts of new development. In a walkable downtown, parking and loading requirements need to be balanced with mobility accommodations for bicycles and pedestrians, as well as the aesthetics of new buildings and site improvements. This objective proposes

Strategies

1. Reduce curb-cuts (both new and existing) in commercial and mixed-use districts to minimize vehicular-pedestrian conflicts, maximize the availability of on-street parking and loading spaces, enhance the congestion mitigation benefits of access management, and achieve a more attractive streetscape.
2. Reduce minimum parking standards within a half-mile radius of commuter rail stations and consider other incentive-based mechanisms (i.e. car-sharing; bicycle accommodations and other accepted Parking + Transportation Demand Management strategies) to reduce on-site parking obligations in a way that will minimize negative impacts.
3. Allow shared parking on an as-of-right basis to the greatest extent possible. Create a parking sharing system/calculation as it relates specifically to daytime and nighttime users. For example, allow unused, available spaces on private property to be used for commuter parking during daytime hours, and allow unused, available spaces on private property to be used for residential parking during the nighttime.
4. Create a comprehensive on-street loading plan for mixed-use corridors, including specific loading area locations, time-based restrictions, and coordination with shippers and recipients of large-scale deliveries.
5. Integrate the South Orange Parking Authority ("SOPA") into the land use review process, including analyzation of parking impacts to a development or site, standardized reporting to land use boards regarding availability of parking in public facilities and a process for land use applicants to secure parking rights from SOPA in a manner that would create an acceptable alternative to on-site parking.
6. Conduct a Village-wide parking study to assess the parking needs of residents, businesses, and commuters, and to guide capital investments into future facilities.
7. Reorganize SOPA to expand their scope to include the ability to bond for facility investments and to make strategic plans to serve as a "multi-modal transportation entity" with the ability to offer services such as a bike share, long term bike and/or scooter parking, and more.
8. Reduce (or eliminate) parking requirements for both the reuse of existing floor area in the downtown and for minor or temporary expansions, such as seasonal outdoor eating areas.
9. Evaluate where residential neighborhood streets are wide enough to accommodate on-street overnight parking for residents and visitors alike.

10. Examine existing on-site parking requirements and update those requirements with current best practices. Reduce on-site parking requirements where access to other transportation is sufficient. Allow for bicycle parking, ride share services, and shuttle systems to count towards a use's parking requirements. Particular attention should be given to the Village's downtown and Central Business District.
11. Evaluate short- and long-term parking strategies that can adapt to changing market conditions, including the reduction of reliance on vehicles.
12. Create a parking/transportation trust fund for uses that cannot provide on-site parking. This transportation trust fund could be used towards pedestrian and cyclist improvements (roads, sidewalks, bike lanes, etc.), public vehicle parking garages, shuttle systems, ride share services, and scooter/bike share systems.
13. Create high standards for parking garages, including architecture standards and environmentally friendly/sustainable building design standards. Encourage the design and construction of parking garages to have the ability to convert into other uses when parking garages are no longer needed (i.e. proper floor to ceiling heights and flat levels with ramped connections). Create parking garage interior design standards to reduce congestion and pollution such as signals and wayfinding signage for locating open parking spaces.
14. Pilot a smart parking program within the Village's downtown which uses sensors to track used and open parking spaces and relay real-time parking information to multiple devices such as cellular phones.
15. Create regulations for electric vehicle parking and electric vehicle charging stations for mid-to large-scale developments that propose ten or greater new parking spaces.

Objective 2.2: Leverage the Land Use Process to Improve the Public Realm

Residents expressed a clear desire for streets and public spaces that are enjoyable and attractive. To create these spaces, the Village needs both a clear policy and process that address the responsibility of land use applicants for implementation. A set of uniform standards to which all projects must adhere should be created along with an allocation of responsibilities between the public and private sectors.

Strategies

1. Create a standardized design for improvements to the public-right-of-way to which land applicants must adhere. Standardized design details should be crafted based on the unique characteristics of defined street typologies and should include specifications for landscape, hardscape, street furniture, lighting fixtures, drainage and similar elements.
2. Create a Village-wide map that depicts where new or reconstructed sidewalks will be required as part of any new development.
3. Define minimum obligations for land use applicants to install and maintain improvements in the public right-of-way along site frontages as well as any on-site improvements visible from the public-right-of-way.
4. Establish minimum illumination standards for on-site lighting and along the public right-of-way.
5. Define site design standards, particularly applicable to areas visible from the public right-of-way, in order to ensure a minimum level of quality for landscape design, plantings, hardscape materials, furniture, fixtures and equipment.
6. Consider zoning incentives to encourage applicants to exceed minimum requirements for public realm improvements or on-site improvements visible from the public right-of-way.

Objective 2.3: Promote Multi-Modal Transportation Through Land Use Regulations

Traditionally, development regulations have been crafted to constrain certain land development activities and rarely address broader policy objectives. However, in recent years, sophisticated communities have begun to advance broader policy objectives through the land development process. One of these is the promotion of alternative forms of transportation.

Strategies

1. Incentivize land use applicants and redevelopers to offer shared mobility services to tenants or customers including, but not limited to, bikeshare, car-share (i.e. Zipcar), e-scooters, rideshare allowances (i.e. Uber or Lyft), or similar programs that are likely to reduce auto-dependence.
2. If Village-sponsored shared mobility programs are implemented, incentivize land use applicants to participate in community-based programs rather than programs with restricted access.
3. Create minimum obligations or incentives for developers to locate shared mobility infrastructure (i.e. bikeshare docking stations), electric vehicle charging stations or similar facilities on publicly accessible private property.
4. Work with Seton Hall University to improve non-automobile forms of transportation to connect campus with the downtown. This may include infrastructure improvements such as bike lanes or multi-use paths and mobility programs and services such as a student-centric bikeshare (i.e. Zagster), improved shuttle service (i.e. Via), or similar micro-mobility offerings.
5. Incorporate bicycle parking and storage into minimum parking requirements. Ensure on-site bicycle facilities are designed in accordance with best practices, include facilities for minor repairs, and provide convenient access directly to the street.

03 Goal: Accelerate Reinvestment

Throughout the engagement process, owners of single-family homes, commercial properties and operators of small businesses recounted circumstances in which they decided to forgo property improvements. Individuals who decided not to pursue specific projects often had varied and complex reasons for doing so. However, there is a common perception that certain zoning regulations and the Village's administrative process would create unnecessary barriers to new investment. As such, this goal seeks to enable appropriate reinvestment by resolving impediments that no longer serve the Village's best interests.

LAND USE + COMMUNITY FORM - RECOMMENDATIONS - *Goal 3: Accelerate Reinvestment*

Objective 3.1: Reduce non-conformities by amending zoning standards that do not reflect established neighborhood identities

In neighborhoods and zones with an abundance of non-conforming parcels, and where there are limited pathways to compliance, the Village should amend zoning standards to bring these properties into conformance. Narrowly tailored policies can be enacted to guard against specific concerns without unduly impacting entire districts. Conforming properties are more conducive to improvements.

Strategies

1. Create opportunities for property owners to bring their non-conforming conditions into compliance, through technical support and guidance from municipal staff and/or committees, grants or other incentive programs.

2. In areas with concentrations of parcels containing less than 5,000 SF, zoning should be amended to better reflect "small lot" configurations (less than 5,000 SF, below 60FT in width and 75FT in depth). This may include a reduction in minimum required lot area, reduced yard setbacks, and increases to allowable impervious coverage. Such zoning may be implemented on a district-wide or "conditional" basis (e.g. certain allowances from bulk standards based upon the size of the parcel or the year constructed; or a one-time exemption from bulk standards if proposed improvements are minor and fall below a certain minimum threshold).

3. Create performance-based opportunities for minor reduction in bulk standards. Performance-based standards shall be designed to mitigate negative impacts such as enhanced stormwater management or sustainable design improvements (i.e. installation of drywells, permeable pavers or similar Low Impact Development techniques).

4. Reduce the minimum standard for off-street parking, or provide alternative compliance mechanisms, for all "small lot" parcels.

5. Amend the zoning designation of the existing multi-family residences located within incongruent districts to reflect current conditions. (e.g. the Village Mews which is currently in the Open Space/Public Use Zone).

6. Educate property owners regarding the process to obtain (and the benefits of) certificates of legal non-conformity.

Objective 3.2: Update the Land Development Ordinance to include clear, consistent and modern requirements to reduce barriers to site improvements

When zoning standards pose undue restrictions on property owners, they inhibit property improvements that would advance the public interest. In South Orange, the existing Land Development Ordinance contains outdated, cumbersome and inconsistent regulations that should be removed. The strategies set forth below envision, among other things, common-sense accommodations for particularly constrained properties (i.e. irregular topography or undersized parcels).

Strategies

1. Update the Land Development Ordinance to remove redundant and inconsistent regulations. The code should be organized and presented to maximize transparency and user-friendliness. Diagrams, illustrations and other visuals are common in modern zoning ordinances.
2. Minimize vague language in the code and replace it with clear, objective and measurable standards.
3. Create and define a process for "minor site plan" applications (which currently does not exist) and create submission and administrative procedures for the review and approvals of such.
4. Remove site plan application requirements for modest façade improvements, and replace with clear, objective design standards that can be administrated by the Design Review Board and then approved administratively by Village staff.
5. Create separate standards for principal vs. accessory structures in non-residential zones. At present, the code does not distinguish between them, which can lead to unintended consequences (i.e. a 36FT tall storage shed!).
6. Remove outdated requirements related to accessory structures, such as the requirement that all accessory structures must be setback 20FT from principal structures.
7. Identify zones where increasing the lot coverage standards slightly (i.e. up to 45% or to be otherwise consistent with prevailing conditions) would not result in excessive stormwater runoff, and whether on-site mitigation practices should be required to offset increases above existing conditions.
8. Clarify the language regarding the use of attics as habitable spaces.

Objective 3.3: Expand permitted uses to allow for a wider range of economic opportunity

The world is never stagnant, with new uses and trends emerging today that would have been unimaginable a few years ago. South Orange values innovation, and thus its code must keep up with the world in which it exists. This objective identifies new land use practices that would positively contribute to a more vibrant Village, both in terms of substance and process.

Strategies

1. Modify definition of certain permitted uses in the Ordinance to broaden their scope and create flexibility. This will avoid the need for multiple amendments in a world of evolving land uses. For example, it is unclear whether a "gym, dance instruction, yoga studios, and kids play gyms" includes a "karate studio." As such, a more broadly worded "health/fitness facilities" should be used.
2. Encourage and adopt clear standards for outdoor and rooftop dining, where appropriate.
3. Permit "flex spaces", where a variety of uses or users may share space.
4. Create a streamlined process to allow for temporary "pop-up" shops within (vacant) existing storefronts.

04

Goal: Strengthen Neighborhoods and Corridors

South Orange is celebrated by residents as a tapestry of unique but connected neighborhoods. Each of these geographies face unique challenges which require specific solutions. This goal outlines strategies to protect residential neighborhoods, eradication of deleterious land uses, opportunities to provide much needed infrastructure and many other components focused on leveraging opportunities and addressing challenges.

Objective 4.1: Protect residential neighborhoods

Throughout the engagement process, South Orange residents emphasized their appreciation for the places they called home - the Village's residential neighborhoods. In addition to the personal importance of the Village's residential areas, many of these established neighborhoods contain architecturally significant buildings that help tell the story of the Village's history. This objective outlines strategies for the preservation of these neighborhoods, even as the Village pursues the growth of its commercial centers.

Strategies

1. Adopt a building coverage standard for residential zones to prevent development of disproportionately large homes (e.g. McMansions).
2. Create minimum and maximum yard setbacks where appropriate to preserve prevailing character.
3. Enhance minimum design requirements for surface parking areas, both in and adjacent to, residential districts.
4. Create buffering and screening standards between zones with different height and density requirements, as well for all land use approvals granted under NJSA 40:55D-70(d) et seq.
5. Create "transitional zones" or similar mechanisms where incompatible zones are adjacent to one another.
6. Develop an adaptive reuse strategy for large historic mansions that would maintain the character and a comparable intensity of use for both the buildings and neighborhoods.
7. Introduce new standards to the University Zone that are sensitive to the adjacent residential neighborhoods, including more landscaping, a lower maximum fence height and elements at university gates that encourage interaction with the street.

Objective 4.2: Introduce common sense regulations to protect character

While striving to satisfy the community's hunger for reinvestment and innovation, it is important that land use policies mitigate negative impacts from development activity. This objective outlines the strategies crafted to ensure that new development is "right-sized" and designed in a way that preserves the fundamental character of the Village.

Strategies

1. Condition the size of certain land uses depending on their location within a building. For example, the Village Center may be an appropriate place for a 1,500 square foot health/fitness facility at the ground level, but a 3,000 square foot fitness facility may be better suited in upper-stories or along commercial corridors with properties that can accommodate parking on-site.

2. Clearly define and distinguish between types of land uses based upon their unique "use profiles" (i.e. site requirements, intensity of use, off-site impacts, etc.) For example, the zoning ordinance contains one definition and set of regulations that apply to all office uses. However, the reality is that medical offices and urgent cares operate very differently from an insurance agency. As such, unique uses should be defined and regulated according to their potential impacts.

3. Expand the list of "conditional uses" to include uses that are appropriate only under certain circumstances. Specific conditions should include landscaping, buffering, architectural and/or operational parameters to ensure the use is appropriate for the zone.

4. Create requirements and design standards for rooftop mechanical equipment, including minimum setback from edge of roof and screening requirements.

5. Establish building coverage standards for all zoning districts.

Objective 4.3: Elevate the Village Center into a Regional Destination

The Village Center is a point of pride for South Orange residents, offering an enviable array of shopping, dining and entertainment destinations in close proximity to transit. The Village is in a densely populated region with considerable resources, offering a very large potential customer base. With a few thoughtful improvements, the Village Center will continue to improve and take its place as a major destination for all of Northern New Jersey. While many other aspects of this plan speak to downtown revitalization, this objective outlines some additional steps to infuse the downtown with new activity and draw new patrons to its businesses.

Strategies

1. Promote the development of professional offices, which will help create a stronger customer base for retail opportunities, particularly during business hours. Evaluate commuter trends and mass transit utilization following the COVID-19 pandemic to evaluate potential opportunities created by changes in workplace trends.

2. Promote infill development on underutilized lots throughout the downtown, particularly where lots are vacant, underutilized or limited to surface parking.

3. Make provisions for adequate downtown parking through optimizing the use of existing public and private parking assets across a 24-hour period (i.e. shared parking); the provision of long-term parking agreements upon which new development can rely; and consider the construction of a thoughtfully designed structured parking facility upon the NJTransit surface parking lot, between Church Street and the Rahway River. This facility would serve regional railroad commuters, patrons of downtown businesses, enables the construction of new "right-sized" development on adjacent parcels and allow for the creation of usable public space outside of SOPAC.

4. Create enticing streetscapes to attract residents, Seton Hall students and office employees to patronize Village businesses in the downtown. Design streets and public spaces to support social interaction through comfortable spaces, working surfaces, and conversation seating.

5. Identify opportunities for private entities to utilize some components of the public realm, in order to enhance street life and strengthen economic development. These uses can include outdoor dining, temporary merchandise displays, and event programming.

6. Continue to prohibit gas stations, garages, drive-throughs and similarly deleterious uses within the Central Business District Redevelopment Area and Downtown Base zoning district.

Objective 4.4: Revitalize the Irvington Avenue Corridor

The Irvington Avenue corridor offers an exciting opportunity for the Village to have a walkable "main street" area, near residential neighborhoods that can have a distinct identity from South Orange Avenue and other corridors. As an emerging commercial center, the corridor is closely associated with Seton Hall University, and many residents and stakeholders wish to see this connection enhanced. This objective offers strategies for thoughtful reinvestment along this corridor while also enhancing its livability for current residents.

Strategies

1. Encourage new residential and mixed-use development along the corridor.
2. Create economies of agglomeration, encourage ground-floor retail to cluster in strategic locations along the Avenue with carefully considered amounts of retail space and allow for a greater amount of residential development occupied by potential customers.
3. Redevelop and rezone much of the Irvington Avenue corridor to encourage mixed-use development, particularly uses that cater to the students and employees of nearby Seton Hall University.
4. Pursue linkages and integration of Seton Hall into the South Orange community through both hard improvements (I.e. infrastructure improvements) softer mechanisms (I.e. community programs, shared parking, mobility services) and regulatory mechanisms (I.e. zoning treatment of properties around the campus).
5. Prohibit drive-throughs for food establishments in other commercial districts to support active streets.
6. Make gas stations, car washes, auto repair shops, parking lots and garages conditional uses subject to bulk and design standards that limit adverse impacts on walkability and discourage suboptimal uses, especially in the areas surrounding Carter Playground.

Objective 4.5: Enhance the Livability of the Valley Street Corridor

Valley Street is a major corridor emanating from the Village core, highly trafficked by pedestrians and motorists alike. The street is home to a variety of uses, including some of the Village's most cherished small businesses. There is a growing recognition of the need to reduce the impact of auto-oriented uses and poorly maintained properties, both of which inhibit Valley Street from realizing its potential. This objective outlines strategies that will enhance livability along the corridor. Vacant and underutilized properties provide opportunities for thoughtfully scaled development that will improve the experience of those who live, work and play in this part of the Village. The challenges faced by Valley Street did not emerge overnight and thus will require a long-term commitment on the part of the Village to reverse undesirable conditions. Thus, goals should be realistic and achievable, remembering that perfect can be the enemy of good.

Strategies

1. Prioritize the Valley Street identity when overhauling incongruous uses and lot configurations currently producing a fragmented experience that impedes existing site improvements and a comprehensive vision for the future.
2. Identify areas, particularly toward the municipal boundary with Maplewood, where ground floor retail should not be required in new development. Allowing development of new multi-family or office uses will strengthen existing retail by expanding the customer base and eliminating deleterious conditions.
3. Ensure the establishment of a safe and attractive pedestrian realm with adequate seating, street trees, and other amenities
4. Develop thoughtful parking and loading zone strategies that minimize conflicts with pedestrians, and avoids vehicular congestion while still addressing the needs of businesses.
5. Enact routine and rigorous enforcement practices for property maintenance violations.
6. Reinvest into Founders Park as a significant community anchor with improved amenities and support for volunteer landscaping efforts.
7. Proactively address existing non-conforming uses and consider zoning amendments that will prohibit deleterious uses such as industrial and auto-oriented uses (i.e. car washes, auto repair, body shops, used car lots, etc.) that remain permitted along the corridor.
8. Capitalize on the Valley Street Redevelopment Area Designation by adopting a thoughtful redevelopment plan that ensures compatibility of uses throughout the corridor.

Objective 4.6: Harness the tools of redevelopment where appropriate to leverage public and private opportunities

Where appropriate, the redevelopment process can facilitate new projects that add value to key parts of Village. This important tool allows the Village to negotiate for specific improvements, such as public open spaces, and advance important goals, such as the provision of affordable housing.

Strategies

1. Prioritize key catalytic projects, as described in this Plan, with the potential to spur additional investment in surrounding properties
2. Promote the Village-wide Area in Need of Rehabilitation Designation, which has financial incentives for property owners to make improvements to their homes and businesses with short-term tax abatements.
3. Incentivize future large developments to incorporate public open spaces into their design.
4. Apply enhanced design standards so that each development is appropriate for the character of that specific neighborhood.
5. Capitalize on the redevelopment tools that can offset costs that are associated with contamination remediation on sites with non-environmentally friendly uses and ground conditions, underutilized uses and encourage partnerships with local community groups to create community spaces to find mutually-beneficial results.
6. Fulfill affordable housing goals by ensuring compliance with the affordable housing ordinance and requirements of the Fair Share + Housing Element. Exchange additional permitted density with increased affordable housing requirements.
7. Encourage cultural and art connections and collaborations through Village programs and local community space.
8. Enforce sustainability regulations and guidelines to create energy efficient and environmentally friendly developments.
9. Implement electric vehicle parking requirements for mid to large scale developments to support the statewide goals and electric vehicle legislation.
10. Encourage development of the built environment that enhances the public realm, with off-site improvements or appropriate funding for related and necessary improvements.
11. Mitigate additional permitted impervious coverage and building coverage with increased sustainability standards and landscaping requirements.



05

Goal: Advance Multiple Bottom Lines – Inclusivity, Equity, and Sustainability

It takes a Village! This goal envisions local policies and regulations that incorporate concepts of equity, inclusivity and empowerment by ensuring a diverse housing stock, a deep and ongoing commitment to local engagement, and universal access for all residents regardless of age or ability.

Objective 5.1: Uphold standards of inclusivity and respect for all members of the community by maximizing access to local amenities, public programs, and civic engagement

South Orange has a culture of civic life that is unique among municipalities. The enthusiastic participation of residents in the Village's many advisory groups and outreach events for the drafting of this Master Plan stand as testament to their dedication to their community. This objective details ways to foster that spirit and to offer more opportunities for residents to participate in public discourse and engage with one another in their day to day lives.

Strategies

1. Cultivate social capital through continued use of community and institutional facilities as spaces for neighborhood activity.
2. Encourage public participation in discussion around important land use decisions through widespread and culturally sensitive advertisements, centrally located meeting places and web-based outlets for submitting feedback in addition to physical meetings.
3. Ensure that community facilities are accessible to users of varying physical abilities wherever possible.
4. Collaborate with Village groups and established advisory groups to ensure all constituent groups are represented in major land use decisions

Objective 5.2: Allow for a wider range of housing types to accommodate residents of all incomes, ages, abilities, and stages

One of the most common themes that emerged from public outreach was the desire to create a more diverse housing stock. The community cherishes equity and aspires to ensure that housing options are available for all people, regardless of their income, age, or ability. This objective outlines bold and imaginative steps to fulfill this desire by thoughtfully encouraging a wider array of housing types in appropriate parts of the Village.

Strategies

1. Incentivize the creation of affordable housing units through methods such as density or height bonuses as part of new development projects in portions of the downtown, South Orange Avenue, Valley Street, and Irvington Avenue.
2. Allow for the conversion of accessory structures, like carriage homes, into dwelling units as a conditional use in one- and two-family residential zones.
3. Adopt standards for apartments to ensure they provide a high quality of life with access to light and air, such as minimum on-site and/or nearby off-site open space standards.
4. Require that higher-density buildings are located near transit options or provide a range of amenities/facilities for users of all mobility options, such as covered bus stops, dedicated ride-share spaces, delivery spaces, bicycle/scooter/stroller parking, and/or vehicle parking.
5. Adopt standards for apartments to ensure they provide a high quality of life, such as open space standards, are located near transit options or provide a range of facilities for users of all mobility options.
6. Incentivize "missing middle" housing models by establishing less restrictive bulk standards for apartment buildings with three to ten units that make developments of this scale more financially feasible and allowable on constrained sites.
7. Explore whether some residential zones with large lots are appropriate for medium density infill development, such as smaller-lot cluster housing on an existing oversized parcel.
8. Permit the conversion of existing large homes into two-family, multi-family housing, or senior group homes as a conditional use, to reduce the burden of cost or maintenance.
9. Continue to permit apartment buildings in business and mixed-use districts.
10. Ensure that housing and development in South Orange can accommodate residents with special needs.

Objective 5.2: Allow for a wider range of housing types to accommodate residents of all incomes, ages, abilities, and stages (cont.)

Strategies

11 Promote age in place practices such as:

- Encouraging new senior housing in areas close to essential services to accommodate residents who do not drive.
- Continuing to support mixed-use buildings and zones, so that seniors have easier access to commercial and retail resources, such as supermarkets and gyms.
- Developing standards for co-living, shared housing arrangements, accessory dwelling units and "mother-in-law suites" specifically designed for seniors.
- Permitting on-site services as a conditional or accessory use in residential-only zones and Senior zones,
- Allowing "assisted living" as a permitted use in appropriate zones.
- Adding "adult day care" as a permitted use in appropriate zones.
- Improving surrounding streetscape conditions to provide safe sidewalks, ample lighting and benches.
- Continuing to permit offices-in-residences as conditional uses to allow older residents to transition from full-time careers to retirement.
- Evaluating where offices-in-residences could be permitted as accessory uses.

Objective 5.3: Incentivize sustainable development practices

South Orange prides itself in being a responsible community that gives careful consideration to how actions taken today will impact life in the Village tomorrow. Land use decisions and construction are one of the most significant places where the rubber meets the road for advancing the sustainability goals of protecting environmentally sensitive areas and reducing carbon emissions. This objective details specific steps to hold property owners accountable for improving energy efficiency, reducing pollution and their overall environmental footprint.

Strategies

1 Environmentally-friendly practices in all development to assure South Orange will remain a special place for generations to come, with sustainable building practices, reduced dependence on motor vehicles, riparian buffers and energy conservation.

2 Adopt minimum energy performance standards and/or incentives for new development and rehabilitation projects.

3 Establish minimum sustainable site and building standards for the design and construction of new development.

4 Incorporate green building standards in the local development application checklist to encourage consideration of environmental impacts when preparing building and site plans.

5 Adopt lighting standards that prevent light pollution onto adjacent parcels and into the night sky.

6 Require development proposals in redevelopment areas and/or requesting municipal development incentives to meet minimum energy and water standards, as well as sustainable site/building design and construction standards.

7 Set sustainability standards for off-street parking of apartment buildings, mixed-use developments and nonresidential uses that include but are not limited to maximum permitted mounting height and color temperature.

8 Provide bulk incentives for developments in mixed-use, multifamily and commercial districts to employ strategies that reduce impervious coverage.

9 Require all surface parking lots to set aside 10% of total area for landscaping.

10 Establish minimum stormwater management standards for new development.

11 Where appropriate, install green infrastructure at public facilities, including but not limited to rain gardens, bioswales, rainwater collection systems, vegetative walls and green roofs.

12 Explore possible climate change scenarios and study improvements that can be made on public facilities located in flood-prone areas to bolster resilience.

06 Goal: Ensure Plan Implementation and Improve Operations

To paraphrase management guru Peter Drucker -- plans are only well-intentioned if they're followed by hard work. This element lays out an ambitious agenda for the Village to shape its future. As noted above, prior plans have seen sporadic implementation, and many residents shared concerns about the administration and enforcement of land use and development processes. Thus, this element would not be complete without a discussion of implementation and internal workflows.

LAND USE + COMMUNITY FORM - RECOMMENDATIONS - *Goal 6: Ensure Plan Implementation and Improve Operations*

Objective 6.1: Create an implementation plan

The implementation of any plan or project is necessarily an iterative process—one that requires prioritization, trade-offs, and more nuanced decision-making than can be anticipated at this moment in time. Often, master plans will include detailed implementation plans that sit on the shelf and are never looked at again. To ensure this plan stays relevant and effective, it is our recommendation that the Village relegate plan implementation to responsible individuals or entities.

Strategies

1. Develop a biannual action plan (every two years) to implement or substantially advance the many recommendations contained in this or other Master Plan Elements.
2. As part of the action plan, the Committee shall issue progress reports that describe the actions taken over the previous two years to implement these recommendations, or reasons why the implementation of recommendations is being delayed or must be reevaluated in light of new challenges or opportunities.
3. Incorporate Master Plan consistency review into the Village's fiscal budgeting process.
4. Oversee implementation of identified actions across municipal departments or quasi-governmental agencies. Similarly, advocate for plan recommendations at county, state or federal levels.
5. Consider partnering with an academic institution, such as Seton Hall University or the Bloustein School of Planning and Public Policy, to conduct an external examination of implementation progress.

Objective 6.2: Streamline the development review process

The best conceived land use policies are only as beneficial as their implementation. This objective outlines an application process that is easy for property owners to understand and for Village officials to enforce. The improvements to this process should reduce costs for property owners and allow land use decisions to be properly vetted by professionals and community members alike.

: On January 13, 2020, the Board of Trustees passed Ordinance #2019-22, amending the Village Code to facilitate early-and-often coordination and communication to create mutually-beneficial development projects. This includes procedures for pre-application sketch plan review and post-application technical reviews. The goal of the preliminary review is to provide prospective applicants with non-binding zoning guidance and input during the formative stages of site plan design. The post-application technical reviews are intended to provide the Boards' Applicant's Professionals the opportunity to discuss and troubleshoot technical items, so that the time spent during Public Hearings can focus on site suitability, variance criteria, and public comment. These provisions are designed to make the process of land development more efficient, transparent and coordinated.

Strategies

1. Create clear, user-friendly "how-to" guides to provide an overview of permit and land use application processes, timelines and expenses for all types of property improvements and development proposals.
2. Continue to prioritize user-friendly access to the Village's data regarding important planning and regulatory documents and key data sources that will allow analysts to study trends and make decisions about the real estate marketplace.
3. Continue to leverage technology and cloud-based technologies to make applications to Land Use Boards and for permitting more easily accessible.
4. Create an easy-to-use and up-to-date digital zoning map that can be used by South Orange residents and staff to get clear, quick information on zoning districts, permitted uses and bulk requirements.

LAND USE + COMMUNITY FORM - RECOMMENDATIONS - *Goal 6: Ensure Plan Implementation and Improve Operations*

Objective 6.2: Streamline the development process to increase transparency and reduce time for staff, professionals and property owners and coordinate mutually beneficial outcomes (cont.)

5. Improve enforcement and compliance through proactive monitoring of ongoing development projects.
6. Expand/establish best-practice procedures for pre-construction, during construction and before the issuance of Certificates of Occupancy to ensure that projects are built consistent with their approvals.
7. Improve the permitting process through applications, forms, and internal tracking systems.
8. Clarify the Land Development Ordinance to define and specify which types of improvements require building permits, zoning permits, committee reviews and/or board applications.
9. Update the Land Development Ordinance to reflect accurate policies and procedures, as well as to improve its online-accessibility and readability.
10. Streamline the Land Use Board application process with simpler applications, examples and clear overviews of timelines and procedures.
11. Reduce cost of Land Use Boards applications by eliminating completeness hearings.

Catalytic Projects

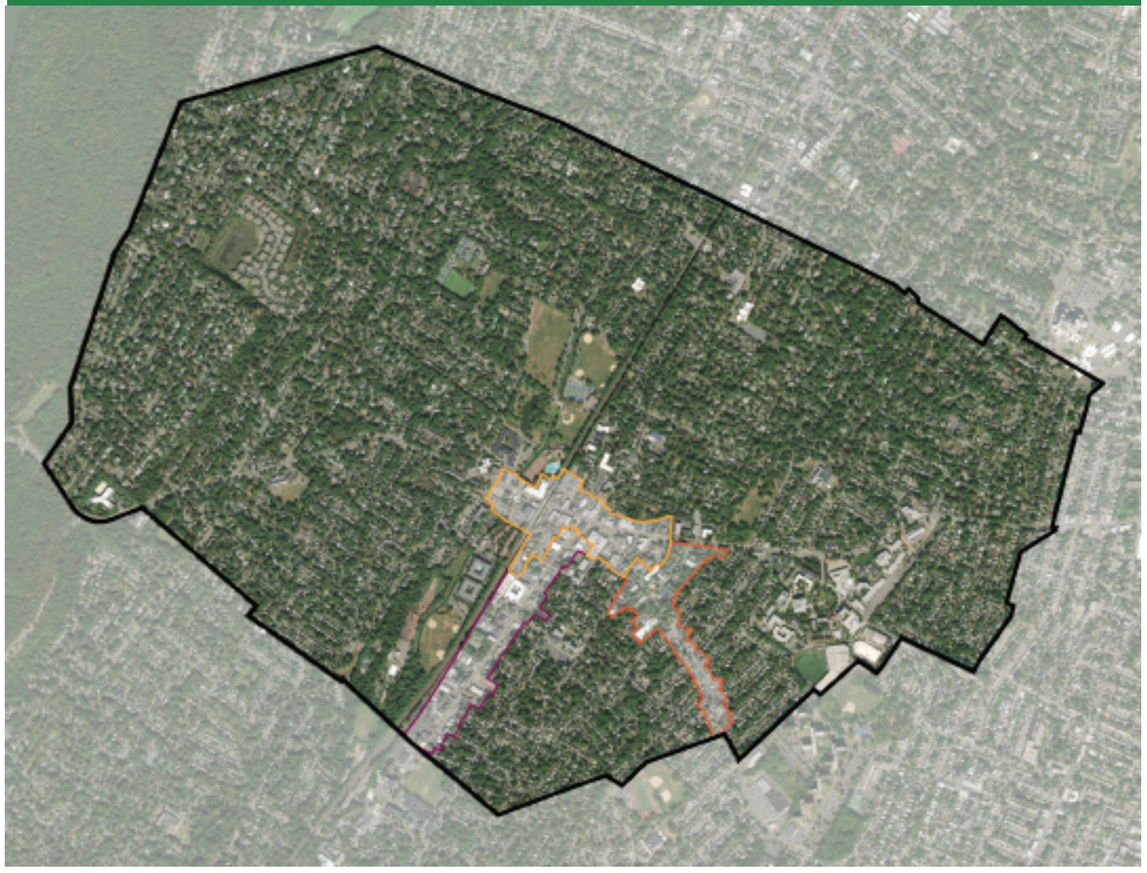
Introduction

The preceding pages of the Land Use + Community Form Element lay out a comprehensive set of policies and objectives. This overview of "Catalytic Projects" applies those policies to specific key locations within the Village that have the potential to ignite investment Village-wide. These are among the most active places in South Orange and, in most cases, are also underutilized – dual-factors that make these districts ripe for high-impact reinvestment. They include:

1. South Orange Station, including properties on both the Sloan Street and SOPAC sides of the tracks.
2. Valley Street Corridor, with particular attention paid to the properties around Founders Park.
3. Irvington Avenue Corridor, with particular attention paid to the area around Ward Place and College Street.

Illustrative conceptual plans were completed for three areas of focus identified by the township: Downtown, Valley Street, and Irvington Avenue. These areas are expected to see the majority of new development or re-development over time and specific guidance was sought on their respective future character. The illustrative concepts in this section are intended to show redevelopment scenarios for identified areas that are consistent with the established community form objectives and policies in this section. These scenarios are not intended to be interpreted as definitive master plans for these areas.

Sub-district Map



NJ Transit/SOPAC Valley Street Irvington Avenue

South Orange Station

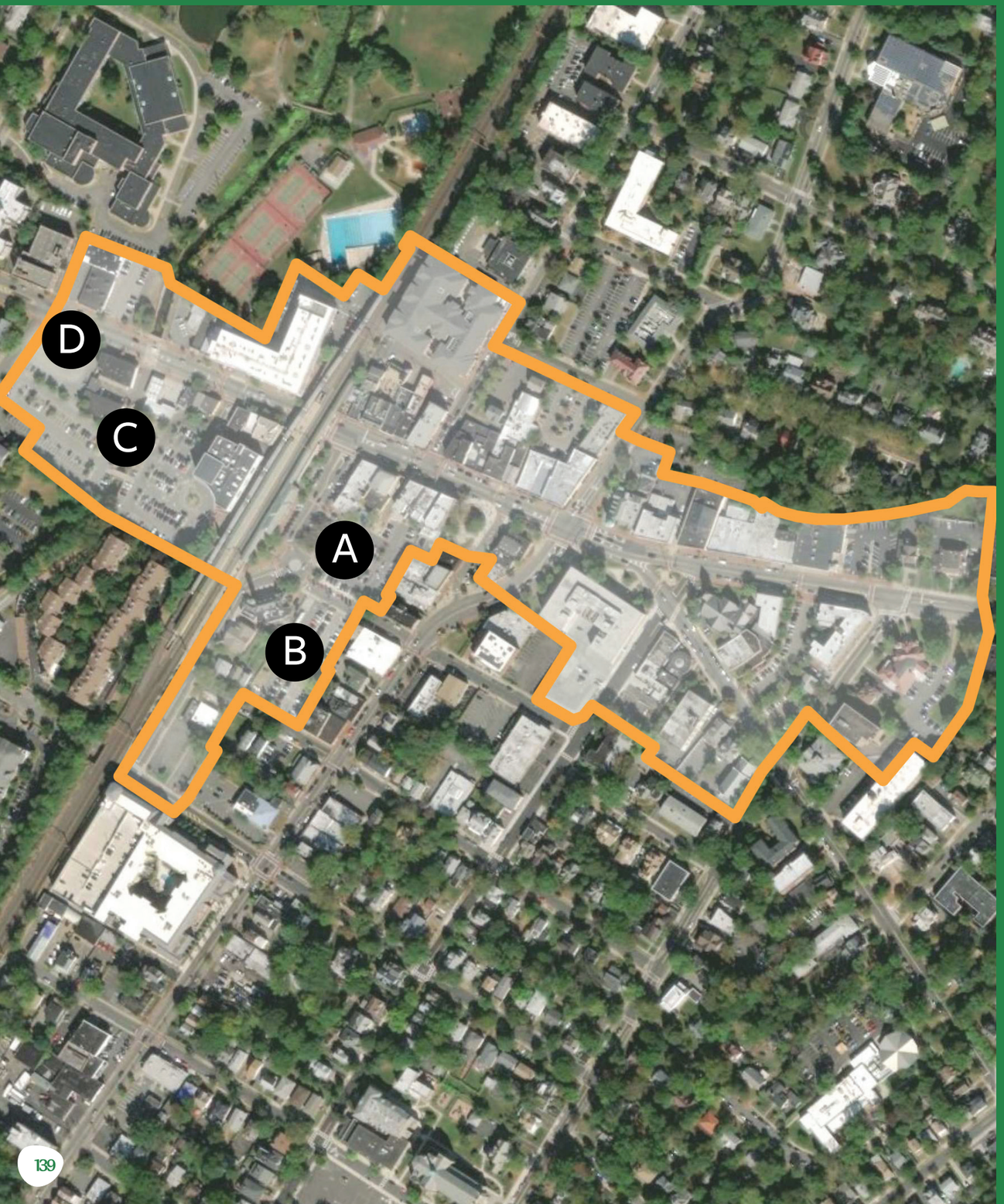
Vision

Reinforce Downtown as the heart of South Orange Village by promoting development that supports retail, restaurant, and entertainment uses, office uses, residential uses, and civic and institutional uses; encourages a development form that respects the historic character of Downtown and creates a vibrant, pedestrian-friendly environment; and creating public space that encourages community gathering.

Strategies

1. Encourage mixed-use infill development and redevelopment that includes retail, restaurants, and entertainment uses at street level and office or residential uses on upper levels.
2. Encourage the expansion of Downtown to the north along Scotland Road and Vose Place toward Comstock Place while respecting the character of the historic library building.
3. Encourage the expansion of Downtown to the south along Valley Street and create an appropriate transition to the Academy Heights neighborhood to the southeast.
4. Ensure a development form that prioritizes the pedestrian over the vehicle.
5. Pursue the creation of a central, formal public space in Downtown near the South Orange Train Station that serves as a passive recreational space and as a gathering space for community events.
6. Continue implementation of the Rahway Master Plan.
7. Pursue the redevelopment of the NJ Transit parking lot with a parking structure with liner buildings or ground level active uses that front and frame the river promenade.
8. Improve the public space connection between SOPAC and Downtown.

Catalytic Project Site Map



South Orange Station

Catalytic Project Sites

The following is a list of candidate sites, in no particular order, that may be catalysts for redevelopment:

A Sometimes referred to as the Sloan Street lot, this parking area is situated in the foreground of the South Orange train station.

B The public parking lot between 1st and 2nd is located between the fire station and buildings fronting Valley Street.

C The NJ Transit property that is currently used as a parking lot presents a redevelopment opportunity that better connects the river, SOPAC, and the train station.

D The lot on the southeast corner of South Orange Avenue and Church St. is a gateway site to downtown.



Downtown: Village Green Concept

- **A** Convert portion of Sloan Street parking lot into a formal Village Green.
- **B** Convert the intersection of 1st Street and Sloan Street to a curbless “shared street” connecting SOPAC/Station to new Village Green.
- **C** Multi-story, mixed-use infill frames the northern and southern edge of the Village Green.
- **D** Connect mid-block pedestrian passage to Village Green.
- **E** Encourage rear facades of buildings facing the Village Green to be designed similar to front facades with openings and pedestrian entries.
- **F** Construct a parking structure with ground floor active uses along 2nd Street to replace and supplement surface parking converted to Village Green.
- **G** Maintain access to the rear of buildings for service.
- **H** Infill development to replace Spiotta Park.
- **I** Convert Village Plaza to a curbless “shared street” where parking and vehicular traffic is maintained, but street can be occasionally closed for pedestrian-only activity.
- **J** Emphasize connection between the Village Green and SOPAC and the Rahway River through lighting and public art in station underpass



Overview

The community indicated a strong desire to create a true central public space near the South Orange train station. This public space was envisioned as a striking first impression for commuters and visitors existing the station. Functionally, the green could be a passive public space as well as an active one for village events. The green would be greatly strengthened with infill development that frames and activates it.

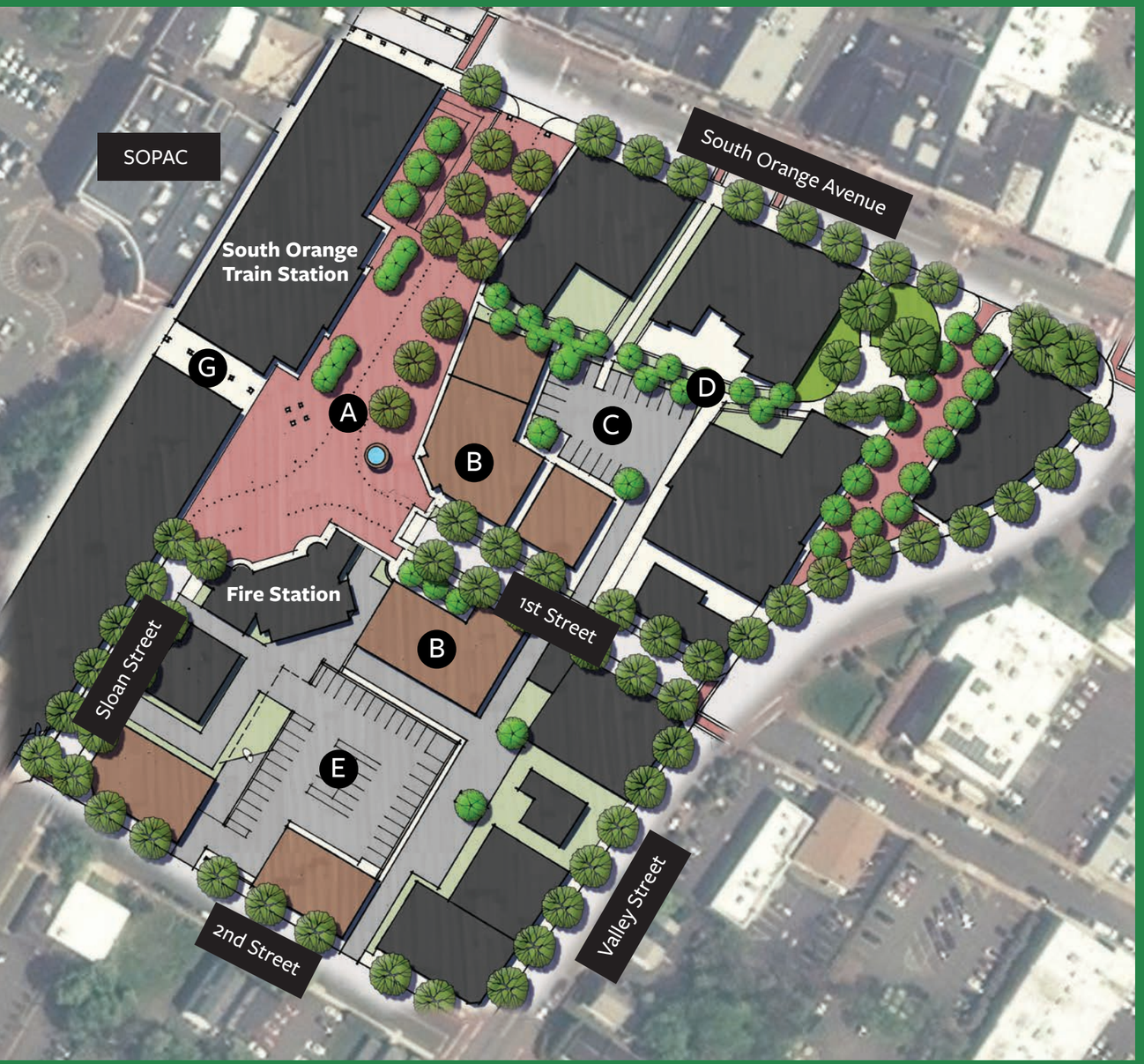
A green with open area and formal trees along its edges can create a gathering space for both passive and active recreation (top); Where buildings are attached to greens, it is important that ample sidewalk width is provided between the building facade and the green (left); Taller, large footprint buildings should include facade articulations to break down the mass of the building or extend the living space outside through the use of balconies overlooking the street or green (far left).







Train Station Plaza Concept



LAND USE + COMMUNITY FORM - CATALYTIC PROJECTS

Train Station Plaza

A Convert Sloan Street between South Orange Avenue and the Fire Station to a curbless “shared street” that functions as a public plaza. The plaza will maintain its use as a thoroughfare with the ability to close it for pedestri-ans-only.

B Multi-story, mixed-use infill frames the plaza. New buildings on the east edge of Sloan Street are slightly angled to increase the size of the public space and frame the fire station at the southern terminus of the plaza.

C Maintain some surface parking and service access to the interior of the Sloan Street block, which can also double as additional space for special events.

D Maintain Spiotta Park and create a formal, landscaped and well-lit pedestrian passage from the park to Train Station Plaza.

E Construct a parking structure with ground floor active uses along 2nd Street to replace and supplement surface parking converted to Village Green.

F Convert Village Plaza to a cur-bless “shared street” where parking and vehicular traffic is maintained, but street can be occasionally closed for pedestri-an-only activity.

G Emphasize connection between the Village Green and SOPAC and the Rahway River through lighting and public art in station underpass



Overview

Some previous plans have suggested a central public space closer to the Rahway River connecting the river to the train station and Downtown. If a formal Village Green is located near the river, or is not feasible near the station, another option should be considered. Converting Sloan Street to a curbless “shared street” and public plaza framed by infill is a European-influenced idea that can complete the urbanism currently lacking around the station. The curbless feature of the plaza reinforces the pedestrian-oriented nature of the public space while maintaining controlled vehicular traffic.

Plazas include landscaped as well as hard-scape surfaces (top); Planters can include low seating under trees (above); Shared streets maintain a consistent elevation from building facade to street (left); interactive features such as a spray ground or fountain help to activate public spaces (far, left).



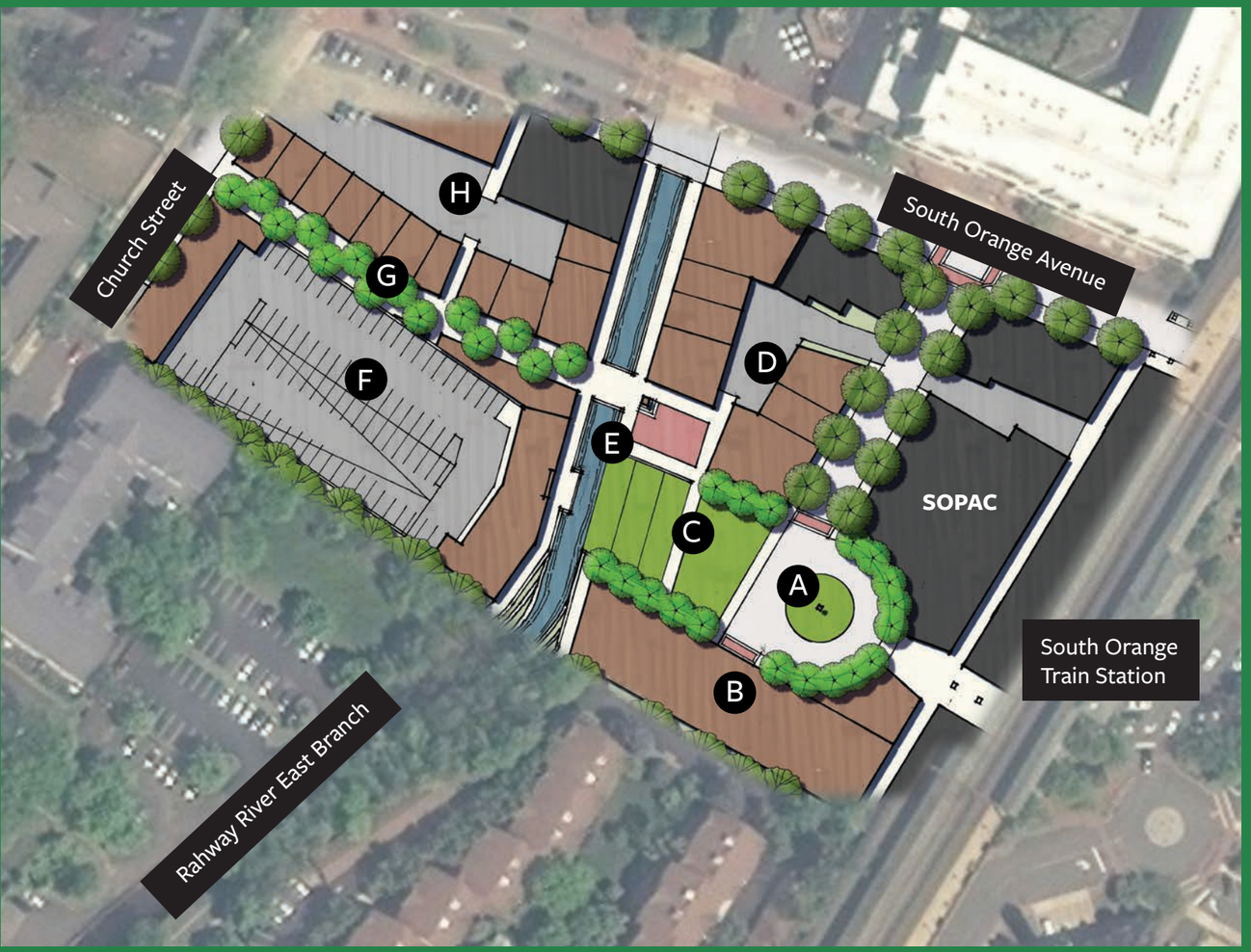






NJ Transit Site/SOPAC Concept

The South Orange Performing Arts Center (SOPAC) is situated in the heart of downtown, but is hidden by the train station and its inward focus toward the NJ Transit parking lot. The river in this area is channel-ized and far from being celebrat-ed as a defining element for South Orange. This concept attempts to illustrate one of many ways that the area around SOPAC and the river can be redeveloped in a pattern of urban development, open space, and waterway reclamation that highlights SOPAC and connects the area better to downtown. In this scenario, surface parking lots are replaced by mixed-use and res-idential development that frames streets, pedestrian passages, the river, and public space, while ac-commodating needed parking within a structure. A public/private partnership will be necessary to implement change in this area.



A The existing roundabout could remain as a forecourt and dropoff for SOPAC.

B The southern edge of the current parking lot should be redeveloped, preferably for residential.

C As described in the Rahway River Master Plan, there is an opportunity to connect the river to downtown through public space. It is important that any public space created be fronted with development to help frame and activate the space.

D Current development patterns are not conducive to the creation of public space and celebration of the east branch of the Rahway River., Redevelopment in this area should front streets, public spaces, and the river.

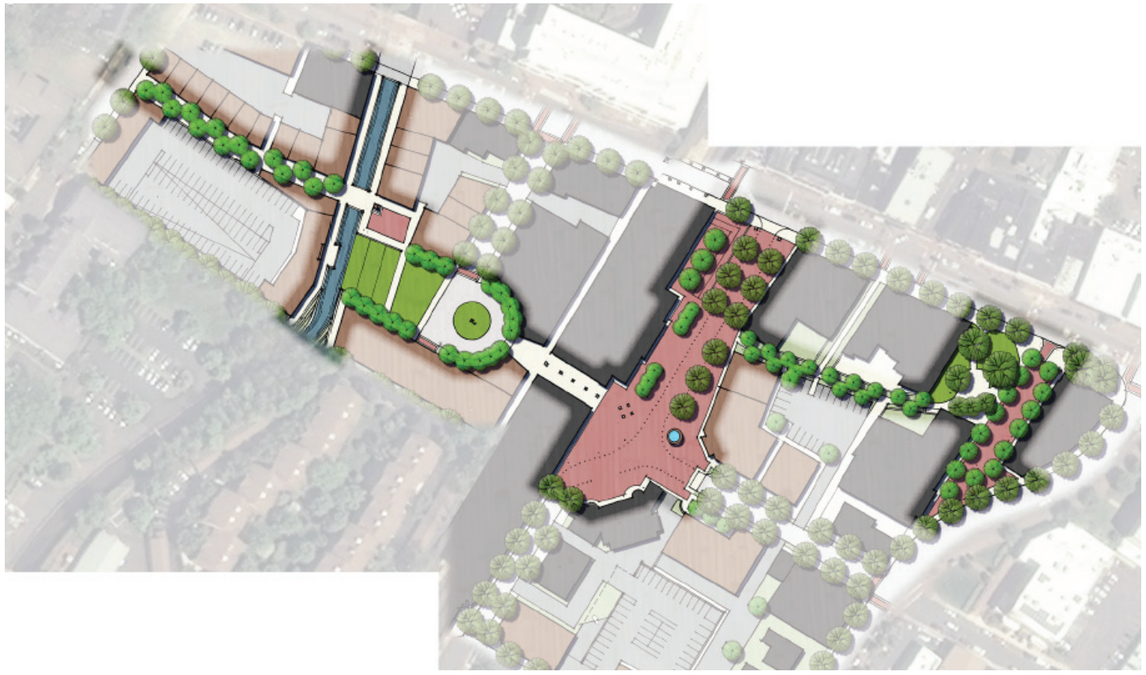
E The Rahway River Master Plan envisions an urbanized waterway with pedestrian trails that continue the greenway along the river to the north and south.

F Redevelopment in this area is dependent on a parking structure to replace the surface parking that would be affected by any redevelopment. Parking structures should be designed to resemble buildings with other uses and be lined with development or at least include active uses at street level in suitable locations.

G The width of the site may preclude a street connection; however, there should at least be a pedestrian connection between Church Street and SOPAC.

H Sites at the southeast corner of South Orange Avenue and Church Street present the opportunity for development that creates a gateway to downtown as well as address the river.

Downtown: NJ Transit Site/ SOPAC Concept

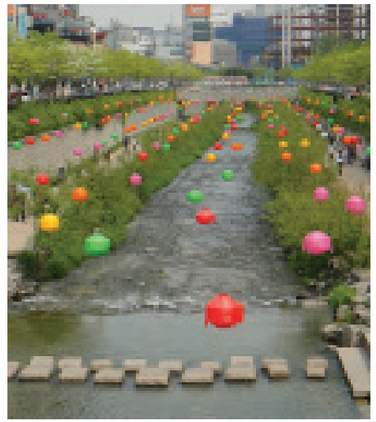


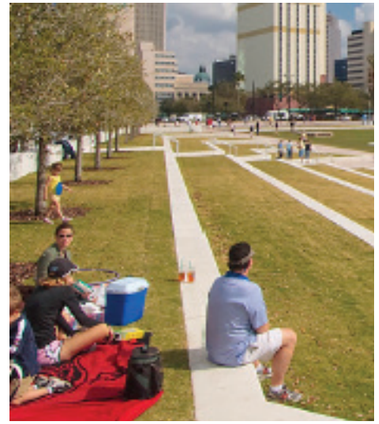
Connecting Public Spaces

It is important to link public spaces in downtown. For example, this scenario links the river, SOPAC plaza, Train Station plaza, Spiotta Park, and Village Plaza.

Usable public space can take many forms such as pedestrian passages (above left), urban waterways (above middle), or greens and lawns (above). It is crucial that public spaces be framed by development and parking structures lined by buildings to ac-tivate the space (left).

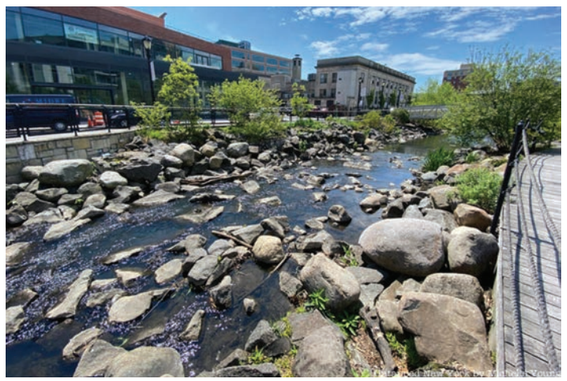
LAND USE + COMMUNITY FORM - CATALYTIC PROJECTS











Valley Street

Vision

Allow Valley Street to evolve as a vibrant, mixed-use, pedestrian-friendly corridor with a character that varies along its length: an extension of Downtown south toward Founders Park; adaptive reuse that supports the Valley Street vision; incremental development that does not rely on land assemblage; and transitions in intensity toward the southwestern boundary of the community and the Academy Heights neighborhood to the southeast.

Strategies

1. Utilize the concepts in this section as a guide when reviewing development proposals in the Valley Street corridor.
2. Encourage new development or redevelopment around and near Founders Park to front and frame the north and south edges of the park.
3. Study the addition of a pedestrian tunnel that connects Founders Park to New Waterlands Field.
4. Locate higher intensity and taller development closer to the railroad.
5. Encourage development to step down in height as it transitions to Academy Heights, which is already at a higher elevation. Buffers may be appropriate but they are encouraged to be landscaped and narrow due to lot depth constraints.
6. Relax commercial parking requirements for small scale commercial uses.
7. If any environmental constraints can be mitigated, encourage adaptive reuse of historic industrial buildings around Lackawanna Place as an alternative to large scale redevelopment.

Valley Street

Catalytic Project Sites

The following is a list of candidate sites, in no particular order, that may be catalysts for redevelopment:

- **A** 4th and Valley is a potential near term project currently being considered for redevelopment.
- **B** The corner of Valley and Lackawanna Place, currently being considered for redevelopment, is an opportunity for a mix of uses that can activate the southern edge of Founder's Park.
- **C** Properties along Lackawanna Place present opportunities for future redevelopment. Adaptive reuse of existing buildings may be considered if contamination is not an issue.
- **D** The Stop & Shop site presents one of the few remaining larger sites for redevelopment, but should be considered a long-term opportunity.



LAND USE + COMMUNITY FORM - CATALYTIC PROJECTS

Founders Park Concept



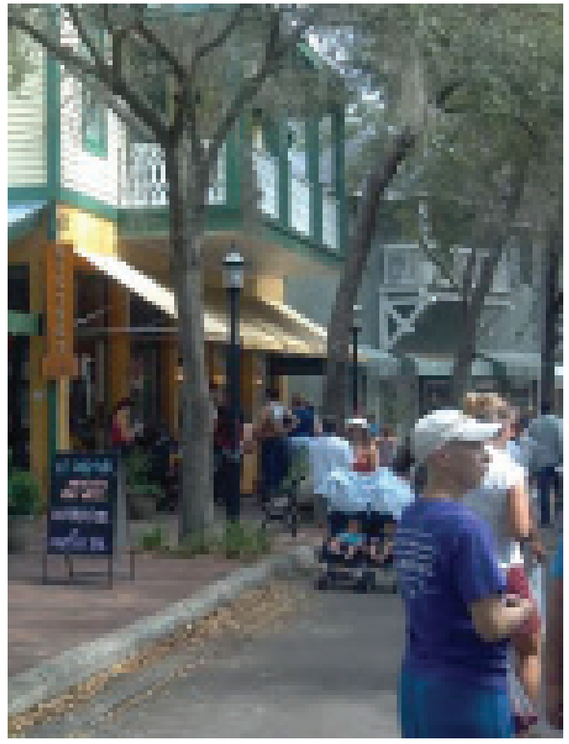
- **A** A Townhouse infill with tuck-under parking fronting Founders Park.
- **B** Infill development fronting park and Lackawanna Place with parking below and ground floor retail at corner of park and Valley.
- **C** Live/Work Townhouses with Carriage Houses behind.
- **D** Shallow-depth mixed-use infill with parking below.
- **E** Shallow-depth mixed-use infill with parking behind.
- **F** Low-rise commercial/mixed-use with parking behind.
- **G** Accessory dwelling unit behind single-family house (“Missing Middle” infill).
- **H** 4-6 Unit Manor House with parking behind (“Missing Middle” infill).
- **I** Two-family House with parking behind (“Missing Middle” infill).
- **J** Townhouse Court with parking at the rear of the lot
- **K** Small-footprint Flat Building with parking behind
- **L** Consider adaptive reuse of existing industrial buildings for mixed-use development including artisan industrial uses.
- **M** Construct greenway to downtown along eastern edge of railroad R.O.W. Study pedestrian tunnel to New Waterlands Field.
- **N** Provide evergreen landscape screening of sub station
- **O** Consider crosswalks connecting new sidewalks along park edges.



Infill Near Founders Park

The portion of Valley Street south of Downtown presents both opportunities and challenges to future infill development. The vision for Valley Street in this area is mixed-use, but with less emphasis on ground floor active uses like retail and restaurants. Larger development will require land assemblage and special care to minimize monolithic development while encouraging intensity. Small-scale, incremental infill may also be viable and could be an excellent way for projects to occur quicker than larger deals. Small-scale infill can occur within a variety of building types and will be driven by site constraints and parking needs. The Transition character area just off Valley Street presents an opportunity for a variety of "Missing Middle" infill housing types—small-scale, moderately intense housing types designed to fit in with surrounding single-family development. This development creates a transition between the more intense character of Valley Street and nearby single-family neighborhoods.









Redevelopment may take many forms from adaptive reuse (above) to larger, mixed-use infill projects (top, left and right). Higher intensity residential with a mix of building types such as attached housing (left) can create an appropriate transition to adjacent neighborhoods.

Irvington Avenue

Vision

Allow Irvington Avenue to evolve into a pedestrian-friendly corridor with a variety of character areas transitioning from Downtown to the edge of the community.

Strategies

1. Reinforce the blocks between Fairview Avenue and College Place as a pedestrian-friendly center that serves Seton Hall students as well as the adjacent neighborhoods through mixed-use development with active uses at street level and residential uses above.
2. Encourage the creation of a formal public space as part of the redevelopment of the pedestrian-friendly center, if feasible.
3. Encourage the evolution of Cottage Street into a higher intensity residential area with a variety of housing types.
4. Encourage the areas between Prospect and Riggs Place to preserve existing higher intensity development and promote the redevelopment of other areas into higher intensity residential.
5. Encourage an appropriate transition in development intensity from development along the corridor to the adjacent Village Colonials and Seton Village neighborhoods. Buffers may be appropriate but they are en-couraged to be landscaped and narrow due to lot depth constraints.
6. Relax commercial parking requirements for small scale commercial uses.

LAND USE + COMMUNITY FORM - CATALYTIC PROJECTS

Irvington Avenue

Catalytic Project Sites

The following is a list of candidate sites, in no particular order, that may be catalysts for redevelopment:

- **A** Cottage Street between Ir-vington and South Orange Avenues presents an opportunity for a mixture of higher intensity housing types.
- **B** Deep lots along the west side of Irvington Avenue between Tichenor and W. Fairview Avenues are currently under consideration for mixed-use development.
- **C** The east side of Irvington Avenue between Fairview Avenue and Ward Place pres-ents an opportunity for mixed-use redevelopment.
- **D** The east side of Irvington Avenue between Ward Place and College Place presents several opportunities for mixed-use redevelopment.
- **E** The southeastern corner of Ir-vington Avenue and College Place is an opportunity for redevelopment similar to the block between Ward Place and College Place.



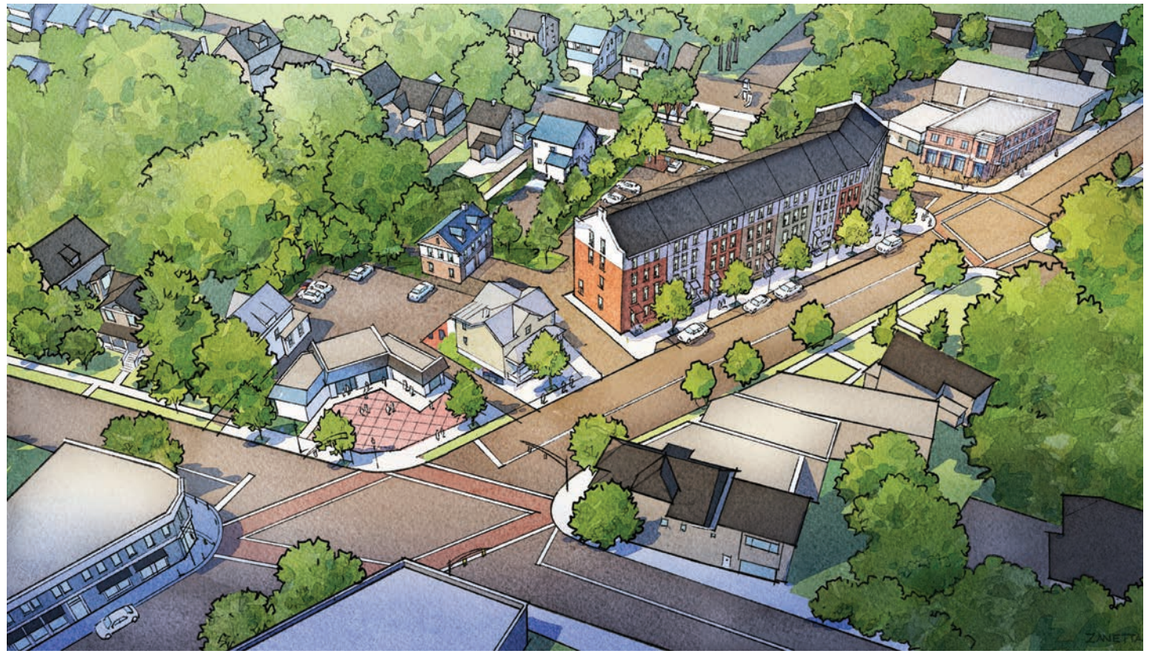


LAND USE + COMMUNITY FORM - CATALYTIC PROJECTS

Irvington Avenue: Ward/College Block Concept 'A'

- **A** Adaptive reuse of existing build-ings, such as this garage, can be an appropriate redevelopment. The paved area between the building and the street can become a plaza or opportunity for outdoor dining.
- **B** Encourage shared parking behind buildings where feasible.
- **C** The shallow depth of Live/Work Townhouses works well on shallow sites. Slight setback may be appropriate to increase side-walk width.
- **D** A mix of building types such as this carriage house can take advantage of unique site shapes.
- **E** Maximize on-street parking.
- **F** Screen surface parking lots from adjacent streets with year-round screening.
- **G** Utilized year-round landscape screening between mixed-use and transition or single-family areas

Irvington Avenue: Ward/College Block Concept ‘A’



Adaptive Reuse and Live-Work Infill with Small Plaza

This concept represents an incremental approach to redevelopment that includes both adaptive reuse of existing structures and new develop-ment. Existing structures near the intersection of Irvington and Ward are preserved and renovated for mixed-use development. The car wash site is shown completely redeveloped with shallow Live/Work Townhouses with parking behind. The resulting streetscape has a finer-grain that fits well with the existing character of the neighborhood.

Live/Work Townhouses can be configured in a number of ways (top). Some existing auto-oriented uses can be re-purposed to encourage a pedestrian-oriented environ-ment (bottom).







LAND USE + COMMUNITY FORM - CATALYTIC PROJECTS

Irvington Avenue: Ward/College Block Concept 'B'

A Typical mixed-use development will require additional lot depth. With the addition of one lot to the east the corner site can ac-commodate 3-story mixed-use infill that anchors the corner of Irvington Avenue and College Place with retail uses at street level and residential above. Parking is primarily located behind the building.

B Parking to the side of buildings should be limited to one double-loaded aisle of parking.

C Maximize on-street parking.

D Screen surface parking lots from adjacent streets with year-round screening.

E Utilized year-round landscape screening between mixed-use and transition or single-family areas

Irvington Avenue: Ward/College Block Concept ‘B’



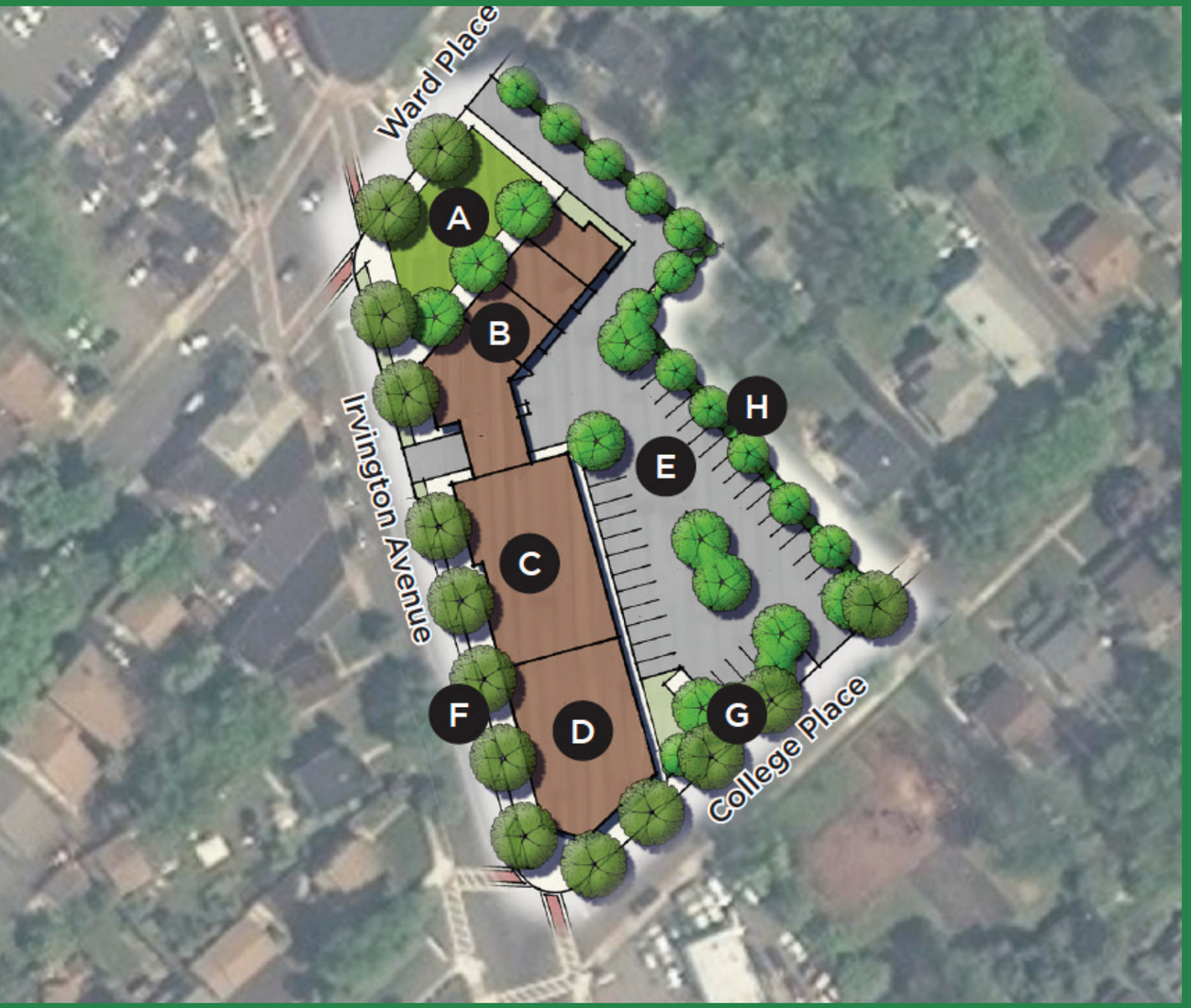
Adaptive Reuse and Live-Work Infill with Small Plaza

In scenario ‘B’, the area of the corner site is increased with the addition of one lot behind the current car wash site. This addition allows for a more typical footprint for mixed-use development with surface parking behind the building. While the scale of development is larger, there are efficiencies that may permit it to be more viable. The key to integrating the development into the existing urban fabric depends on articulation of the facades to help break down the mass of the building.

Mixed-use development should front the street with parking behind (top). Adaptive reuse is encouraged where appropriate to preserve historic buildings or unique char-acter (bottom).







Irvington Avenue: Ward/College Block Concept 'C'

- **A** With the consolidation of parcels, there is the opportunity to create a formal green, which is currently lacking in the area.
- **B** Shallow Live/Work Townhouses front the southeastern edge of the green.
- **C** 3-story mixed-use infill fronts Ir-vington Avenue and is set back slightly to increase the sidewalk width.
- **D** Development steps down to two stories at the corner, which helps to break down the mass of the development
- **E** Encourage shared parking behind buildings where feasible.
- **F** Maximize on-street parking.
- **G** Screen surface parking lots from adjacent streets with year-round screening.
- **H** Utilized year-round landscape screening between mixed-use and transition or single-family areas

Irvington Avenue: Ward/College Block Concept ‘C’



Adaptive Reuse and Live-Work Infill with Small Plaza

This concept illustrates the variety and flexibility when land assemblage is possible. It is a single development; however, the mixture of building types and height as well as the inclusion of public space, helps the devel-opment fit the surrounding context of smaller-footprint buildings. A development such as this can create a concentration of activity that serves as an anchor for redevelopment throughout the corridor.

Live/Work Townhouses should include shopfronts at street level to activate streets and spaces (top). Entire block re-development may include formal public space fronted by mixed-use development (bottom).

LAND USE + COMMUNITY FORM - CATALYTIC PROJECTS





South Orange
Master Plan
Shaping Our Shared Future

2021

Historic Preservation

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Historic Preservation



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Goal 02: Make it more economically feasible to preserve historic structures

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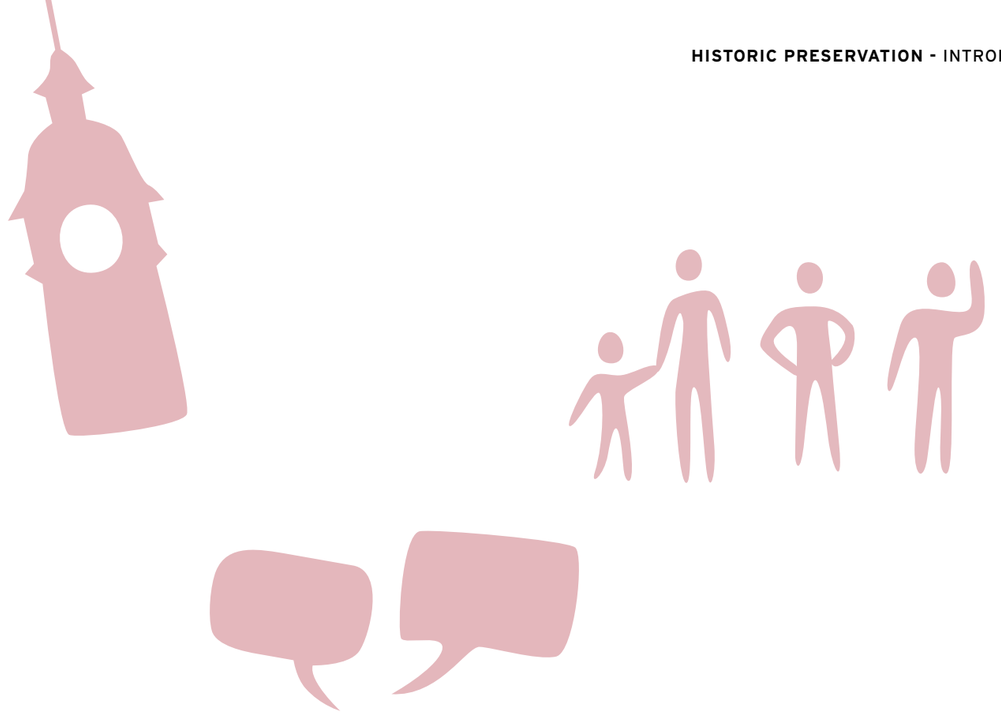
Goal 04: Build appreciation of the Village's rich history

Introduction





South Orange residents take great pride in their community. Many residents speak of moving to the Village because of its historic character, evident in both the downtown and the residential neighborhoods. Newcomers and long-time residents recognize the inherent value of the Village as a historically preserved place and are attracted to its architectural legacy. South Orange is a precious historic resource that enhances property value and quality of life for its residents and businesses.

This legacy is a fragile commodity, one that is vulnerable if style and scale are not respected. As the Village evolves over time, important aspects of community character may be lost if they are not preserved in a proactive manner. The risks include the disruption of neighborhood cohesiveness when inappropriate new construction violates the optimal scale and rhythm of the street. The slow erosion of the Village's historic fabric, setting and materials will diminish the quality of historic buildings and landscapes, and thus economic value and quality of life.

Historic preservation efforts must anticipate these risks and develop a range of tools and working partnerships so that an informed citizenry can maintain and enhance the Village's physical environment. While formal laws and ordinances lay the foundation for historic preservation, outreach and consensus-building are also essential components of successful preservation efforts. These help allay the concerns of individual property owners and taxpayers, who sometimes fear a negative impact on property values from regulation of historic buildings, or unwise spending to preserve public buildings for public use. Education about the community values reflected in historic resources is critical to successful historic preservation.

This Historic Preservation Plan Element presents the policy framework that provide the basis for implementing historic preservation within the community. It then presents several specific objectives for preservation, with recommendations for action.

Note: Photograph on previous page: South Orange Fire Station, Built 1925, French Eclectic Style
52 Sloan Street, Central Business District

HISTORIC PRESERVATION - INTRODUCTION - *Vision*



Downtown South Orange

01 Vision

The overarching goal of historic preservation is to foster ongoing appreciation, preservation, protection and enhancement of the historic buildings, structures, sites and objects, which comprise the historic character of South Orange. The rich history and extensive inventory of historic resources in South Orange are essential building blocks of the community's character. Protecting this history helps to retain the authentic sense of place that connects South Orange with the past and informs the future. The buildings, structures, neighborhoods, and landscapes of South Orange have shaped the community's identity throughout its history. Preserving the significant and unique aspects of the built environment provides a sense of place and helps preserve community values for the future.

Historic preservation is the practice of conserving the past in its built form. It can be an effective tool for placemaking, allowing communities to promote a shared history. More than just the protection of old buildings, preservation can be used to restore building forms and typologies that have fallen out of favor. When pursued correctly, it can be used by communities to advance other priorities including quality of life, land use, and mobility.

South Orange has a rich abundance of historic structures. The community's building stock is the legacy of several centuries of South Orange residents. That legacy is a living reminder that residents are part of something bigger than themselves: a community that dates to the Colonial Era and has withstood the test of time. It is essential to preserve that legacy. The Village boasts a diverse range of architecture. Streetscapes contain buildings constructed in many styles, ranging from Gothic and Italianate to Stick and Shingle, to Tudor and Art Deco. These sites also represent a broad variety of historic forms and uses. South Orange is home to elegant mansions and modest cottages, as well as historic sites that once and still serve businesses, and educational, religious, and non-profit institutions.

The Village has neighborhoods comprised of closely built, intimate homes as well as those full of leafy, picturesque estates. It also has a dense and active commercial core that was built and designed to be transit-oriented and pedestrian-friendly. The built environment is largely a product of the nineteenth and early twentieth centuries

South Orange's historic character has been a major draw for home buyers. Indeed, when asked to describe their community, residents frequently mention how "historic" it is. To care for that heritage, the Village has prepared this Historic Preservation Element.

When pursued correctly, it can be used by communities to advance other priorities including quality of life, land use, and mobility.

02

Statutory Requirements

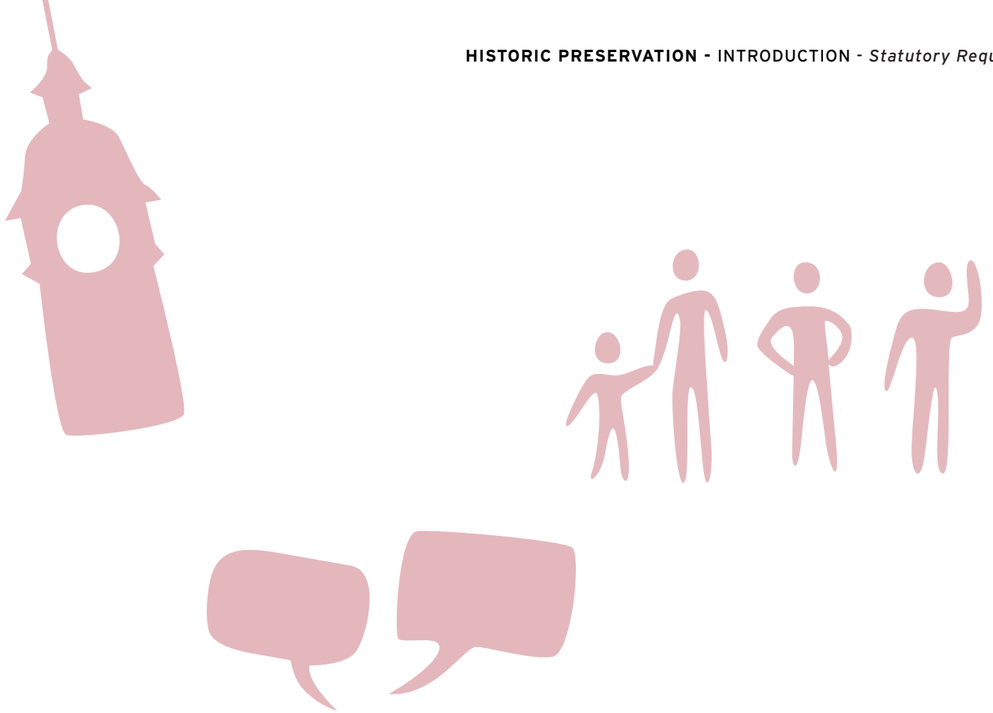
Municipal or Local Designation

The NJ State Historic Preservation Office reports that the most effective way to protect historic resources is on the municipal level through the designation of historic sites and districts as part of the process of municipal planning and zoning. Local governments in New Jersey derive their authority to identify, evaluate, designate and regulate historic resources from the state's Municipal Land Use Law (MLUL) enabling legislation for historic preservation zoning (NJSA 40:55D-1 through 136). MLUL requires that all historic sites and historic districts designated in local zoning ordinances be based on identifications in the historic preservation plan element of the municipality's master plan. Thus, if a municipality has an ordinance to protect historic places, it must also have a related historic preservation master plan element.



324 North Ridgewood Road – Mediterranean Influenced Eclectic Style Built Circa 1910 The Albert Moyer House Designed by Tracy & Swartwout Architects Notable for both exterior and interior ornamentation with Mercer tile Proposed North Ridgewood Road Historic District

HISTORIC PRESERVATION - INTRODUCTION - *Statutory Requirements*

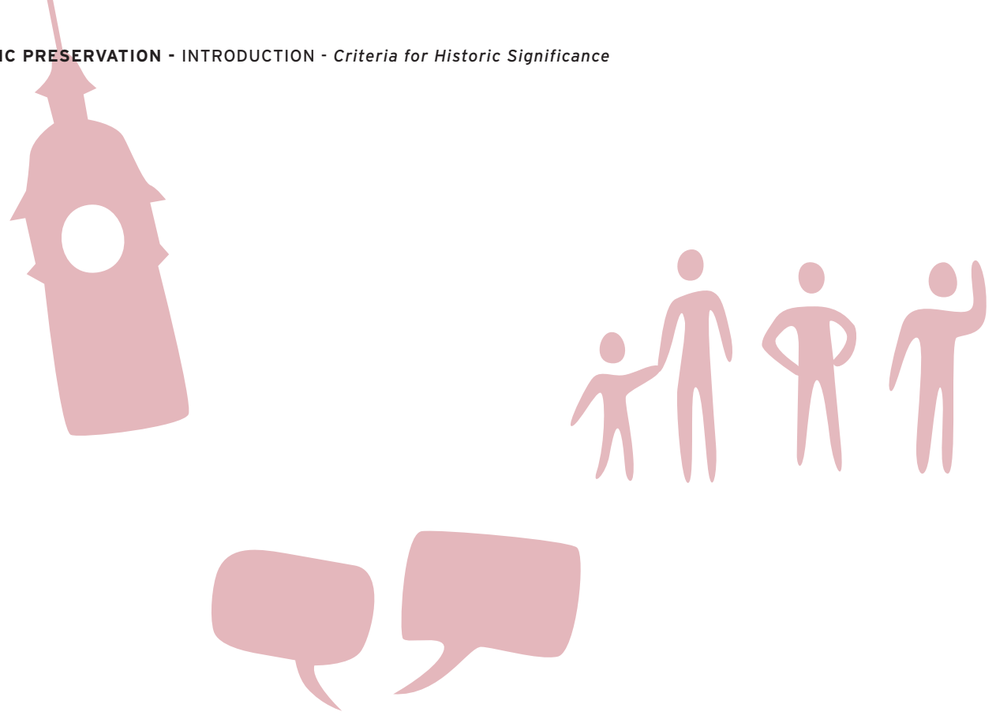


The MLUL includes specific language on the scope of a master plan's preservation element. According to 40:55D-28(10), the preservation element serves three main functions:

1. It should indicate the location and significance of historic sites and districts.
2. It may detail the standards used to define and assess the historic significance of the places in a community.
3. It can evaluate the impact that other elements of the master plan may have on preservation.

The law also gives the preservation element an explicit function in the designation of sites and districts within a municipality. Under 40:55D65.1, all historic sites and districts designated in a zoning ordinance must be identified in the preservation element of a municipality's master plan. That said, a governing body like the Board of Trustees can designate a historic site or district not identified in the preservation element if it approves a zoning ordinance in a majority vote.

These provisions make clear that the main role of a preservation element is to identify potential sites and districts for designation in the future.



03

Criteria for Historic Significance

A historic resource must have historic significance in order to be protected. Four criteria to determine historic significance were enumerated in the National Preservation Act of 1966. Broadly speaking, the act set four criteria. To merit protection, a historic site, object, or district, must satisfy one or more of these criteria:

1. The property is associated with events that have made a significant contribution to the broad patterns of our history.
2. The property is associated with the lives of persons significant in our past.
3. The property embodies the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.
4. The property provides, or is likely to provide important information about history or prehistory.

The following overview of historic resources is based on these criteria

Community Character and Character Defining Elements

The gas lamps - together with the distinctive former Village Hall - have long been iconic symbols associated with the history of South Orange. They are clear indications of the importance of historic preservation to its residents, and how they much they value maintaining the character of their unique and historical village.

A proposal in the 1970s to replace all the gas lamps with electric streetlights – as both a cost-saving and security measure – was soundly rejected. The light output of the lamps was increased for the residents' safety and convenience, but the iconic figure of the gas lamp has been preserved in recognition of its contribution to the overall historic nature of the community.

Residents of South Orange Village say that what they like most about living here is commonly one or more of its three most notable attributes: the varied and historic architecture, the rich diversity of their friends and neighbors in town, and the easy commute to Manhattan.

In comparison to some neighboring communities, residential lots tend to be larger and the architecture more striking in South Orange. An estimated 85 percent of the homes in South Orange were constructed from the late 1800s to the 1930s. The individual charm and wide variety of the housing stock add to the character of the Village.

The mixed, yet complementary, style of architecture in South Orange is just one of its prized and distinguishing characteristics. Most of the Village is single-family wood framed houses, but there are a few apartment buildings from various eras as well as newer, townhouse-style condominiums. Examples of every common style of architecture of the Mid-Atlantic United States since the late nineteenth-century are represented – Victorian, Tudor, Colonial, Ranch, Modern and many others – in sizes that range from brick English Cottages to giant mansard-roofed mansions. Even municipal government buildings cover a range of dates from the 1920s, with a few that are of modern constructions and design.

Year Structure Built



Source: South Orange Village Tax Assessor

04 Historic Resources

Much of the building stock in South Orange was built prior to World War II. The Village is relatively walkable and has a human-scaled, fairly dense character that recalls the neighborhoods and town centers of the nineteenth-century. The building stock is neatly organized into distinctive residential neighborhoods and Central Business District.



Old Stone House, Circa 1680
201 South Orange Avenue, Montrose Park Historic District

Colonial/Revolutionary

The oldest structure in South Orange is the Old Stone House, believed to have been built around 1680. This places South Orange among the rare communities in New Jersey to have an extant seventeenth century structure. Altered and enlarged by 19th-century additions, the house is located on municipal property, behind the police station on South Orange Avenue. Vacant for decades, the structure sits in a state of disrepair, though monitored by municipal workers.

Three additional structures in South Orange date to the Pre-Revolutionary to Revolutionary Era. The oldest portion of the Bishop Baldwin House, a vernacular farmhouse located at 311 Centre Street was built around 1760 (the Bishop Baldwin House is also known as the “Self House” and the “House with the White Chimneys”). The vernacular home at 497 South Orange Avenue, the Abel Ward House, is believed to have been built around 1770. Overlooking Floods Hill, the Squier House at 167 North Ridgewood Road dates to 1774. The Ward Homestead at 154 Ward Place may date to this era as well, with further research needed as various reports suggest 1770 to 1815.



The Abel Ward House, Vernacular Farmhouse Circa 1770
497 South Orange Avenue, Montrose Park Historic District

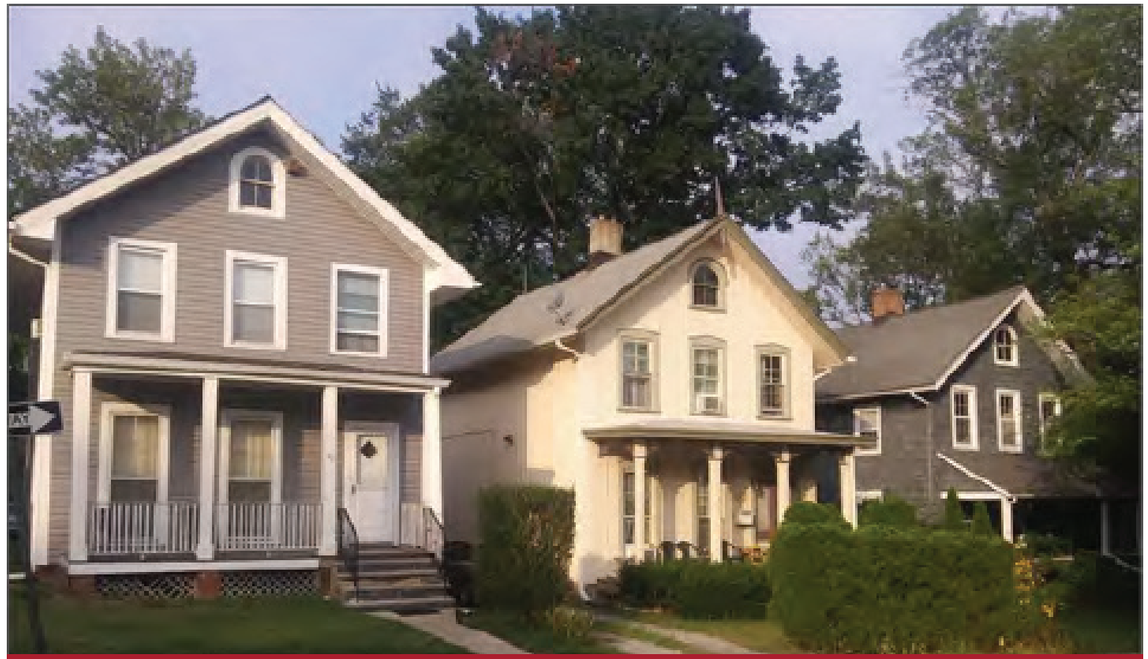
Nineteenth Century Residential: Isolated Vernacular Houses

There are several vernacular residences that predate the modern-day neighborhoods in which they are located. Of these, the most notable is the Bishop Baldwin House, located in the Montrose Park Historic District. Lesser-known sites include vernacular residences in Lower Wyoming (30 Hart Drive South and 520 North Wyoming Avenue) and South Mountain (360 West End Road). There are also two early vernacular houses along Irvington Avenue (204 and 407 Irvington Avenue, respectively).

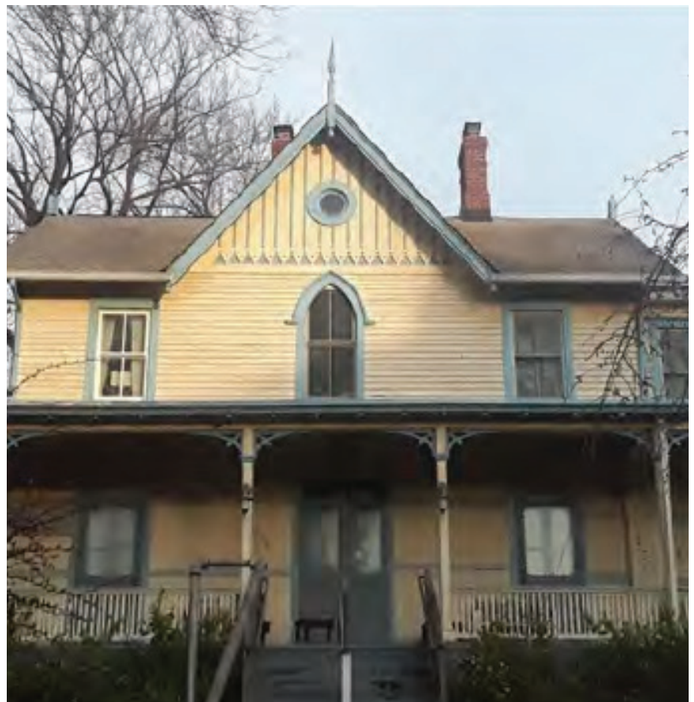
Isolated Vernacular Structures

167 North Ridgewood Road (Squier House)	407 Irvington Avenue
311 Centre Street (Bishop Baldwin House)	497 South Orange Avenue (Abel Ward House)
330 Cumberland Drive	154 Ward Place (Ward Homestead)
30 Hart Drive South	360 West End Road
204 Irvington Avenue	520 North Wyoming Avenue

HISTORIC PRESERVATION - INTRODUCTION - *Historic Resources*



2nd Street, Italianate Influenced Cottages
Academy Heights/Prospect Street Historic District



Gothic Revival House, 206 Prospect Street
Prospect Street Historic District



30 Cottage Street
Seton Village

Nineteenth Century Residential: Academy Heights

The earliest residential development outside of downtown occurred in Academy Heights, where modest wood-frame cottages were built as early as the late 1830s and early 1840s. Larger, more elegant homes were built after the Civil War, including those developed by Luther Milligan in 1871, which survive today on Milligan Place and Second Street. Cottages were constructed close to the lot line on small plots no more than 30 to 50 feet wide. The wood frame homes follow simple patterns, though some have elements of Italianate and Stick residential styles. Like similar cottages built in communities throughout the country, the plans were likely taken from pattern books, as was done at the time in towns across America. The most distinctive cottages in Academy Heights are located on Second Street between Valley and Prospect Streets.

More opulent homes occupy larger lots on streets such as Third Street, Prospect Street, and Milligan Place. These residences were in Second Empire, Italianate, and Stick styles, and some of them are used today for institutional purposes, such as housing for persons with special needs and fraternal organizations such as the Elks Club. The Church of Our Lady of Sorrows was erected circa 1929. The stretch of Prospect Street south of Third Street has some of the most impressive Victorian architecture in South Orange outside of Montrose Park, for example the Stick villa at 152 Prospect and the compact Gothic home at 206 Prospect.

The southern part of Academy Heights was developed later than the northern section. Historically significant houses include the cottages on Roland Avenue as well as several of the homes on Prospect Street, such as those located at numbers 225, 237, and 319. The historic houses in Academy Heights constitute the core of the Prospect Street Historic District.



Nineteenth Century Residential:
Seton Village from Cottage Street to Ward Place

This section of Seton Village was built up between 1870 and 1900 with the laying out of streets — Cottage Street, Riggs Place, and Fairview Avenue — that connected South Orange and Irvington Avenues.

These blocks have some of the narrowest lots in South Orange, some on Riggs Place being only 25 feet wide. However, these lots tend to be quite deep, ranging from 150 to 175 feet. Small wood-frame homes built on Cottage Street in the early 1870s, presumably gave the street its name. A handful of well-preserved cottages remain on the street today. Riggs Place, which was developed later, is lined with Queen Anne and Colonial homes, the former being the more notable. Fairview Avenue has some modest Queen Anne and many modest Colonial Revival homes. The portion of Seton Village, south of Seton Hall University, was built mostly in the early twentieth century and does not have any homes that are recognizable versions of an architectural style.



Streetscape, highlighting
Gothic Revival Circa 1850, 44 South Ridgewood Road



French Second Empire, 430 Meeker Street
Proposed Meeker Street Historic District/West Montrose

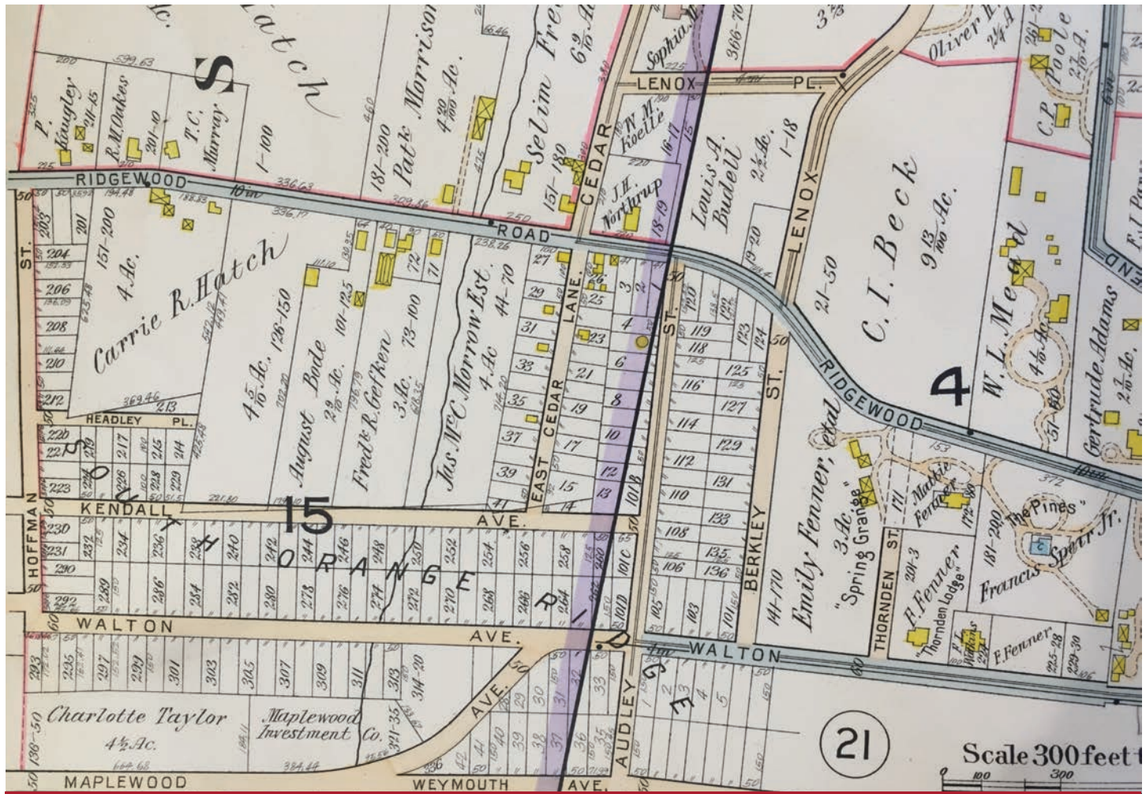


Colonial Revival, 349 Hillside Place
Proposed Hillside Place Historic District/West Montrose

Nineteenth Century Residential:
South Mountain - South Ridgewood Road

South Ridgewood Road has several distinctive houses from the early Victorian era. Some have been altered, while the integrity of others appears intact. These include Gothic-influenced residences at 24 and 184 Ridgewood. There are also several structures on Walton Avenue that are worthy of investigation, including 206, 216, 224, and 291 Walton, all built by the Fenner family, on a large tract of land they owned.

Stick houses, cottage-sized and larger, are located on nearby Church and Third Streets; but many of these have been significantly altered.



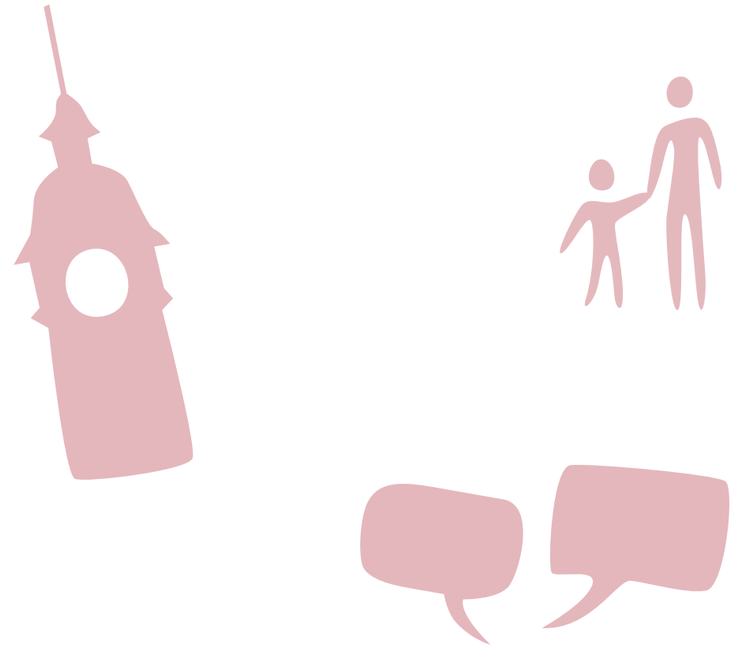
South Ridgewood Area

Nineteenth Century Residential:
West Montrose

West Montrose was first developed in the years following the Civil War. The first structures appeared on Meeker Street. Nineteenth-century homes still line much of Meeker Street from Montrose Avenue to Mountain House Road. These include two well-preserved Second Empire homes and three Stick residences. The Queen Anne at 52 West Montrose Avenue is also noteworthy. Lots here are approximately 50 feet wide and 145 feet deep.

The 1986 Essex County Cultural Resources Survey recommended that this block be surveyed for a possible historic district, with a proposed name: the Meeker Street Historic District.

Much of the rest of West Montrose was developed after 1880. The area around Hillside Place boasts one of the neighborhood's largest and most diverse groupings of domestic architecture, including examples of Queen Anne, Shingle, Colonial Revival, and Mediterranean Revival, among other styles. The 1986 Essex County Cultural Resources Survey recommended that this block be surveyed for a possible historic district, with a proposed name: the Hillside Place Historic District.



Nineteenth Century Residential: Montrose Park

Based upon the attractiveness of the Village and recognizing its development potential as a transportation hub to New York City and Newark, New York Attorney John Gorham Vose and his business partner, Henry Page, began to purchase developable tracts of land in South Orange in the 1860s. Vose then became president of the Newark, Montrose, and South Orange Avenue Horse Car Railroad Company, which by 1870 provided service along South Orange Avenue and connections to Newark and the Oranges. This horse car service created further opportunities for the affluent to access South Orange as a desirable suburban haven. As a result, demand for homes in the area escalated, and was satisfied by the establishment of the exclusive residential neighborhood named Montrose Park. Developers John Vose and Thomas Kingman created deed restricted garden estates and promoted them to upper-middle class professionals as a place to build new, fashionable homes on spacious lots. To ensure that Montrose remained an exclusive enclave for the wealthy, Kingman designed the blocks so that no lot would be smaller than 100 x 200 feet. These lots shaped the development of much of northern Montrose Park. Kingman and other speculators also used deed restrictions to impede development in a region that was rapidly urbanizing. To this day, the lots in northern Montrose Park dwarf those in other South Orange neighborhoods.

Indicative of Montrose Park's importance to the built heritage of South Orange, this is currently the only historically designated neighborhood in South Orange. Designated as a historic district on both the New Jersey State and National Registers of Historic Places in 1997, Montrose Park is primarily a residential neighborhood and the District covers almost the entire neighborhood. The District contains an excellent collection of Victorian and period revival architecture, dating from 1870 to 1930, with some earlier exceptions. The most commonly represented styles include the Colonial Revival, with Georgian, Adam and Dutch Colonial influences the most dominant, followed by the Shingle Style. The following styles are also represented, in descending order of frequency: Tudor Revival, Queen Anne, Italian Renaissance Revival, Italianate, French Second Empire, Mission, Romanesque Revival, French eclectic, medieval, Art Deco and Gothic Revival.

Most of the buildings in the Montrose Park Historic District were designed as large dwellings for the affluent, conspicuous symbols of wealth, notable for their quality of construction and for their ornamental detailing. Some smaller homes were included as well, most notably those built on the Seton Hall College dairy farm land, Blocks 902, 903 and 904, the triangle formed by South Orange Avenue, University Court and Turrell Avenue. This three block area represents the last tract of land to be developed in the Montrose area around 1925. Although the lots are smaller than the rest of the district, the developers tried to build houses complementary to the rest of Montrose Park. The streets were laid out in a curving fashion, the houses were arranged according to uniform set backs and the historical revival styles chosen emulate those in the rest of the district.

HISTORIC PRESERVATION - INTRODUCTION - *Historic Resources*



Queen Anne Influenced, Circa 1880, 327 Warwick Avenue
Montrose Park Historic District



Linden Lawn, French Renaissance Revival, Circa 1903
351 North Ridgewood Road
Proposed North Ridgewood Road Historic District



Shingle Style, 269 Vose Avenue
Montrose Park Historic District

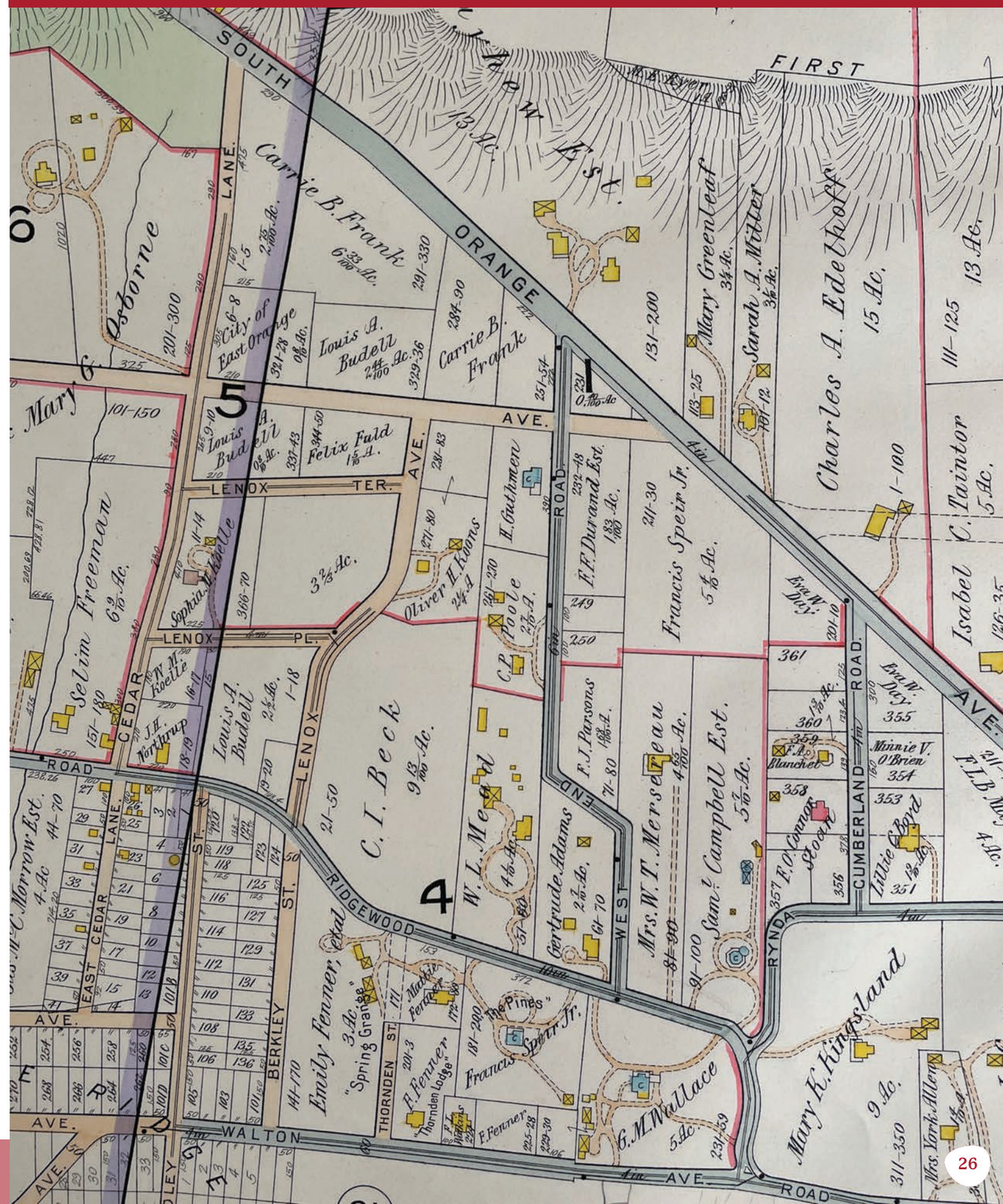
Nineteenth Century Residential:
North Ridgewood Road + Lower Wyoming North of Beech Spring Road

The most distinctive of the homes on North Ridgewood Road were built in the late nineteenth or just after the turn of the twentieth century. Architectural styles represented in the North Ridgewood Road area include Colonial Revival and (less frequently) Tudor Revival, and single examples of vernacular farmhouse, Queen Anne, Shingle Style, Craftsman/Tudor Revival, Mediterranean villa, Chateauesque, and Craftsman influenced buildings. The earliest building is a vernacular farmhouse, 167 North Ridgewood Road. The brownstone first story was built by Henry Squier circa 1774. One of the more recent structures is the unusual circa 1905 Craftsman/Tudor Revival influenced house, 105 North Ridgewood Road at the corner of Beech Spring Road, that has eclectic features including steeply pitched gables, overhanging eaves, and the use of natural materials. The former William Redmond Estate, 305 North Ridgewood Road, now part of the Orange Lawn Tennis Club, is one of the most elaborate "manor" houses in the district. The house located at 282 Melrose Place, is an example of Colonial Revival style with a Palladian window and classicizing ornamentation, is a fine example of the style most typical of the district. Other examples include, the Italian Renaissance Revival mansion at 320 North Ridgewood Road, the French Renaissance Revival at 351 North Ridgewood Road, and the eclectic house at 407 North Ridgewood Road.

Lower Wyoming, Melrose Place and Glenside Road may be potential candidates for inclusion in an historic district. Prior surveys have identified homes on both streets as potential contributing properties for such a historic district. The 1986 Essex County Cultural Resources Survey recommended that this neighborhood be surveyed for a possible historic district, with a proposed name: the North Ridgewood Road Historic District.

The 1986 Essex County Cultural Resources Survey recommended that this neighborhood be surveyed for a possible historic district, with a proposed name: the North Ridgewood Road Historic District.

South Orange Map



Twentieth Century Residential: Lower Wyoming South

Lower Wyoming's southern portion was built largely between 1910 and 1930. The properties on Tillou Road are the largest in this area, with lot widths of 100 feet and lot depths of 250 feet. Lots on Beech Spring and Highland have range from 65 to 100 feet wide. Of the homes in this area, the oldest are on Tillou Road. Tudor and Colonial Revival homes constitute most of the homes on Tillou Road as well as those on nearby Beech Spring and Highland Roads. The major exception is 279 Tillou Road, an Art Moderne house with a façade that contains distinctive glass block, was identified in the 1986 Essex County Survey as a potential historic site.



Art Moderne Style, 279 Tillou Road
Lower Wyoming Neighborhood, Proposed North Ridgewood Historic District



375 Redmond Road, Colonial Revival
Lower Wyoming Neighborhood, Proposed North Ridgewood Road Historic District

Twentieth Century Residential: Upper Wyoming

Tudor and Colonial Revival homes built in the 1920s and early 1930s account for much of Upper Wyoming's housing stock. The largest concentration on is Mayhew Road and Harding Drive, particularly near Overhill Road and Twin Oak Road. The most ornate examples are in the neighborhood's northern portion between 472 and 496 Mayhew Court.

Lots on north-south streets like Mayhew Court, Mayhew Road, and Harding Drive tend to be approximately 75 feet wide while those on west-east streets like Twin Oak Road tend to be 100 feet wide.



Tudor Style, 364 Harding Drive
Upper Wyoming Neighborhood

Twentieth Century Residential: South Mountain - South Ridgewood

The housing stock in South Mountain consists largely of Tudor houses built in the 1920s and 30s. The most notable, are located along West End Road and Western Avenue. A smaller pocket of Tudor homes is located on Conway Court, a short street connecting South Orange Avenue and South Ridgewood Road. The most significant non-Tudor structure is a stone Colonial house at 342-348 South Ridgewood Road, which has been converted into a small condominium complex. Lot widths in South Mountain range from 60 to 75 feet.

As noted earlier, there are several nineteenth-century residential structures in the South Mountain South Ridgewood area of the Village that are also worthy of further investigation in regard to their historical significance.



342-348 South Ridgewood Road
An Unusual fieldstone and Brick Classicizing Residential Architecture
Example of Adaptive Reuse as Townhouses
South Mountain Neighborhood

HISTORIC PRESERVATION - INTRODUCTION - *Historic Resources*

Twentieth Century Residential: Newstead

The Village's western-most neighborhood, Newstead, was the last to be developed. The Tudor and Colonial homes of Newstead first appeared in the late 1920s and early 1930s, and development began in earnest after World War II. George H. Becker developed many homes the Newstead neighborhood. In addition to the Tudor and Colonial Homes mostly in the southern section of Newstead, the northern area of the neighborhood is distinguished for its impressive mid-century architecture including many impressive ranch and split-level style homes. The Newstead Neighborhood is a potential historic resource, and may be worthy of a windshield or intensive level survey in the future, to assess the possibility of its designation as a Historic District notable for its Mid-Century architecture.



Ranch Style Home, 625 Longview Road
Newstead

Twentieth Century Residential: Tuxedo Park

Tuxedo Park was constructed mostly during a short period prior to World War I. Lots in the neighborhood's northern half are somewhat larger than those in its southern section. Lots north of Cameron Road range from 60 to 80 feet wide while most have a depth of 150 feet. South of Cameron Road, most lots have a width of 50 feet or less while almost all have a depth of 100 feet. Earlier studies have identified Tuxedo Park as an area to survey for the potential designation of a historic district. Architecturally, the neighborhood stands out for its Mediterranean Revival homes. There are also excellent examples of bungalow style, colonial revival, arts and crafts influenced, and Tudor style residential structures.



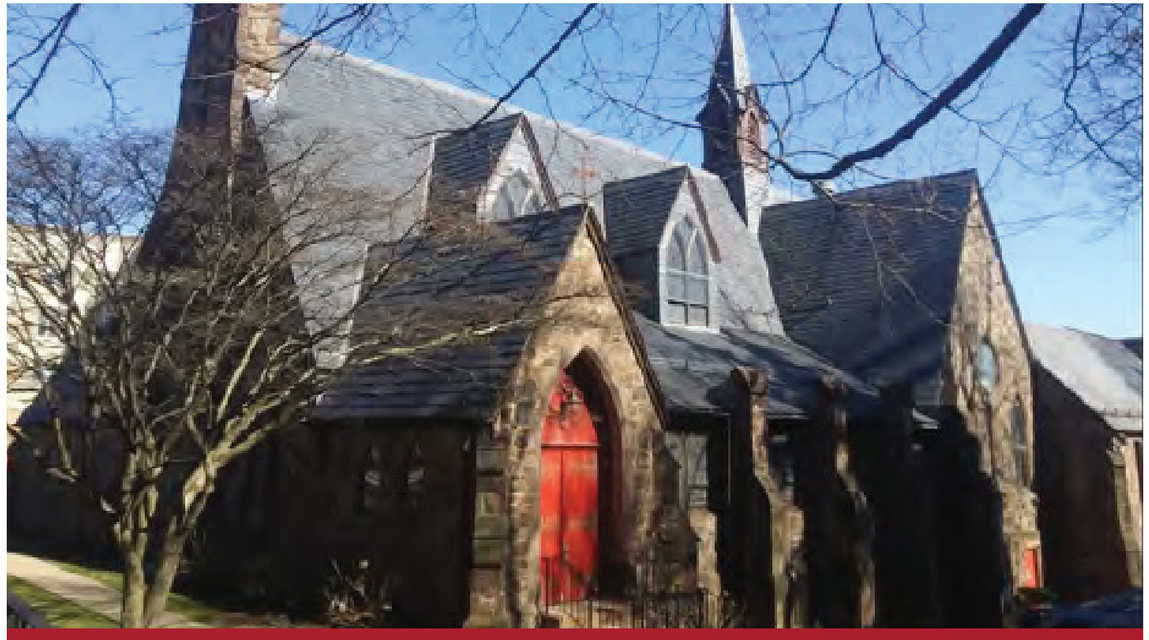
Tuxedo Park Neighborhood wayfinding signage

Central Business District: Commercial

South Orange's downtown has been modified over several periods of development in the twentieth century and as a result most of the two- and three-story commercial structures that once lined South Orange Avenue have been demolished. Many of the storefronts that remain have been significantly altered. Only a limited number of commercial structures retain the historic integrity to merit historic designation. The Baum Building, originally the Cameo Movie Theater, is arguably the commercial structure most deserving of designation. The structure remains similar to its original 1920s configuration, with its parapet and roofline intact.

Other properties that may merit designation include 14 and 18 South Orange Avenue. 14 South Orange Avenue retains its historic storefront with features that include Ionic pilasters, while 18 South Orange Avenue, with its distinctive cornice and roofline, was the original site of the Town Hall Deli, well-known as the birthplace of the 'sloppy joe' sandwich. The 1986 Essex County Cultural Resources Survey deemed both properties worthy of investigation.

Another structure that could merit designation is the Art Deco "Ridgewood Commons" Apartment Building at the corner of North Ridgewood Road and South Orange Avenue. The apartments, which are distinguished by contoured brick work and stylized fire escapes, mark the western boundary of the downtown. The complex appears to be in pristine condition. The building is renter-occupied, as opposed to owner-occupied, so it may be eligible to receive federal historic tax credits. Ridgewood Commons is one of the few Art Deco buildings in the Village.



Episcopal Church of St. Andrew & Holy Communion, Gothic Revival
160 West South Orange Avenue

Central Business District: Institutional

The downtown's institutional landmarks are far more significant than its remaining commercial landmarks. This includes the former Village Hall; the most notable landmark in the downtown and arguably all of South Orange. The 1894 structure was designed by the New York firm Rossiter and Wright. Mr. Frank A. Wright was a resident of South Orange. To create a unique design, the architects studied the half-timber work of England and Germany during the Elizabethan period. The German style was closely followed in the tower which would rise to a height of 50 feet. The foundations are of stone, the first story walls of brick, with pressed brick corners. The upper half of the exterior is half-timber work with Portland cement between the panels. The molten brick used, which from its close contact with the fire in the kiln, acquired a flinty nature that renders it impervious to moisture, and at the same time produces a pleasing contrast to the quoins of red brick. The aim of the architects was to design a building typical of the place for a community of country-type homes, an area with few places of business. They chose a quiet unpretentious structure, many gabled and picturesque, with a tower and a Clock, as old villages were wont to have, and a general air of dignified simplicity which would be a rest for the eye. It was accepted by the villagers as "the center of their political world." The main hall was planned for a seating capacity of 300 people. The roof of the meeting room was designed as open timber work, with open pine trusses, and the cypress wainscoting. The woodwork was specified as mainly cypress. The platform served as a meeting room for the trustees.

After many years of deferred maintenance, restoring the building became an insuperable financial burden for the Village. In 2018, the South Orange Village Trustees sold Village Hall to Landmark Hospitality, a high-end restaurateur that has developed many historic properties for use as social and corporate event venues. The property retains its historic designation and has a protective preservation easement that runs with the deed and prevents alteration of the façade. The redevelopment of the former Village Hall is an excellent example of adaptive reuse.

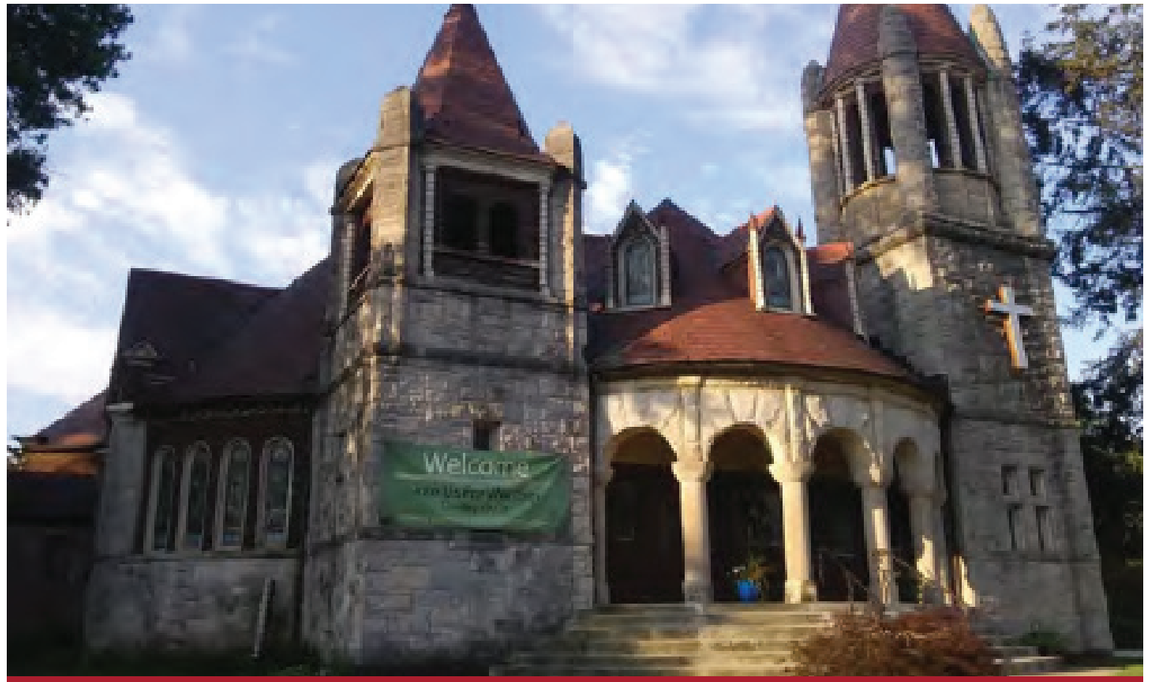
The downtown also has several other structures designed or used for public and private purposes. The French Eclectic South Orange Fire Station, a prominent focal point of Sloan Street since 1925, is is still in use by the South Orange Fire Department. The fire station was designated on the National Historic Register on March 19, 1998 (98000255) and is listed as a Local Landmark in Ordinance 2016-09.

The 1896 Romanesque Revival Connett Library is another prominent landmark; it is a Key Contributing Property in the Montrose Park Historic District, and designated as a Local Landmark.

The Art Deco Post Office on Vose Avenue was begun in 1936 as a project of the Works Progress Administration. It is notable for its exterior architectural features, its large airy interior, and its Works Progress Administration mural on the norther wall of the lobby.The mural was painted by Bernard Perlin and depicts the former Lone Oak Golf Course with its clubhouse (now the Baird Community Center), which was located on what is now Floods Hill and the Meadowlands complex. Untitled by the artist, the mural is informally described as "Family Scene."

Four churches are the other major historic sites in the Downtown that may be worthy of historic designation. On Valley Street, The First Baptist Church was built circa 1913. The Episcopal Church of St. Andrew and Holy Communion (Gothic Revival), First Presbyterian and Trinity Church (Tudor Revival), and the United Methodist Church (Romanesque Revival) are located on South Orange Avenue. Other houses of worship, including Congregation Beth El, Temple Sharey-Tefilo Israel, Oheb Shalom, and Our Lady of Sorrows are located in residential neighborhoods. As a function of its status as a Key Contributing Building in the Montrose Park Historic District, Temple Sharey-Tefilo Israel, is on the State and National Register, and is a designated local landmark in Ordinance 2016-09.

HISTORIC PRESERVATION - INTRODUCTION - *Historic Resources*



United Methodist Church, Romanesque Revival
150 South Orange Avenue



Connett Library, Romanesque Revival
59 Scotland Road, Montrose Park Historic District

Transportation: Railroad Stations

The 1916 downtown station is an eclectic, yet harmonious, combination of several architectural styles including Prairie, Mediterranean Revival, and Tudor Revival. This station and Mountain Station at Vose and Mountain Avenues, are listed on the Delaware, Lackawanna and Western (DL&W) Railroad Thematic District, which covers the railroad stations that servedthe railroad's Morris and Essex line. The South Orange Train Station received National Historic Registry on 6/22/1984 (84002669) and is a Local Landmark in Ordinance 2016-09.

The Mountain Railroad Station received National Historic Registry on 9/29/1984 (84002656) and is also a Local Landmark in Ordinance 2016-09. The Mountain Station complex, named for what was the nearby Mountain House, a nineteenth-century spa and resort, consists of a one-story red brick station with green tile roof, in the Classical Revival style, with adjoining stairway canopies. The interior includes terrazzo floors, tile wainscot, marble ticket counter, and a former phone booth with a tiled mural insert that depicts the image of a stream, trees, and hills. The main South Orange Train Station celebrated its 100th anniversary in 2016. Designed by Architect Frank J. Nies, the station is an excellent example of Renaissance Revival style architecture. Its spacious interior features terrazzo floors, wide columns, bult-in benches, and the original marble-silled ticket counter. It continues to handle the most passengers daily of any stop on the Morris and Essex Line. The waiting rooms of both train stations are well-preserved and serve commuters every day.

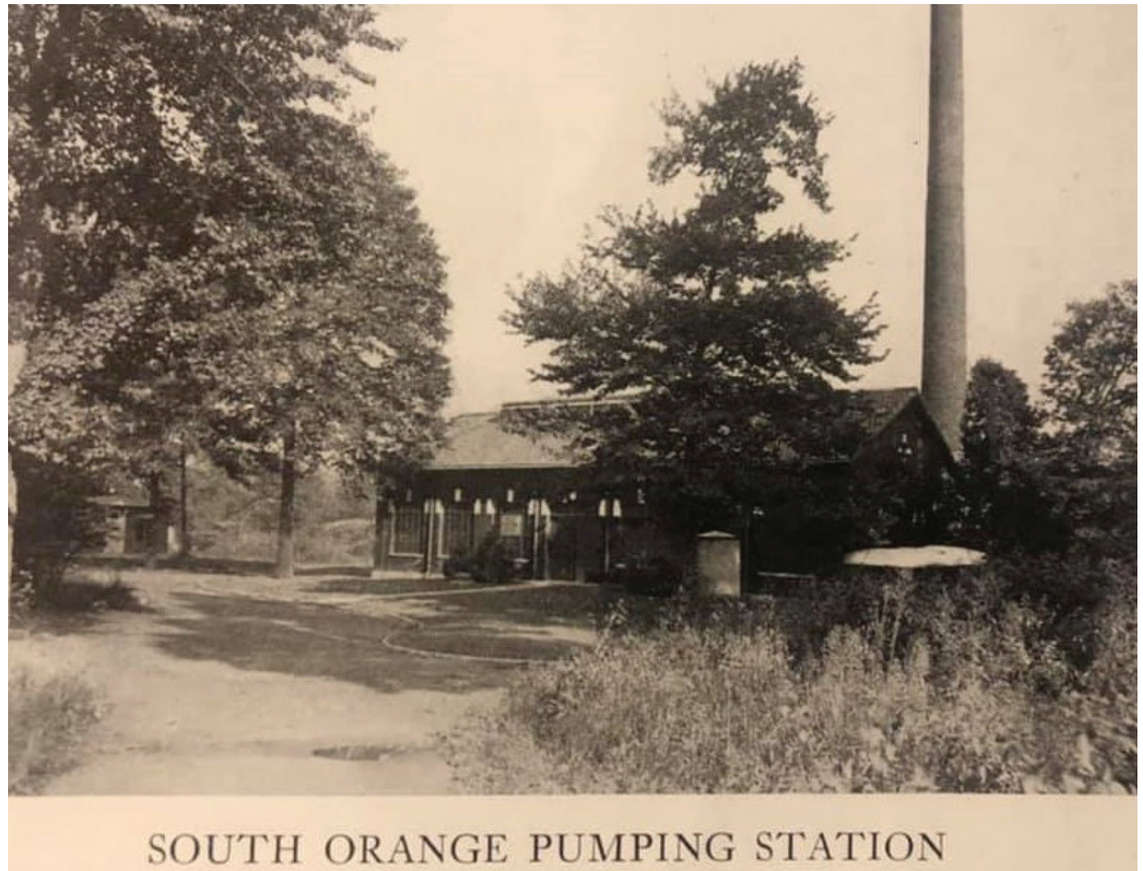


South Orange Train Station, Renaissance Revival Style, Built
1916 Architect Frank J. Nies

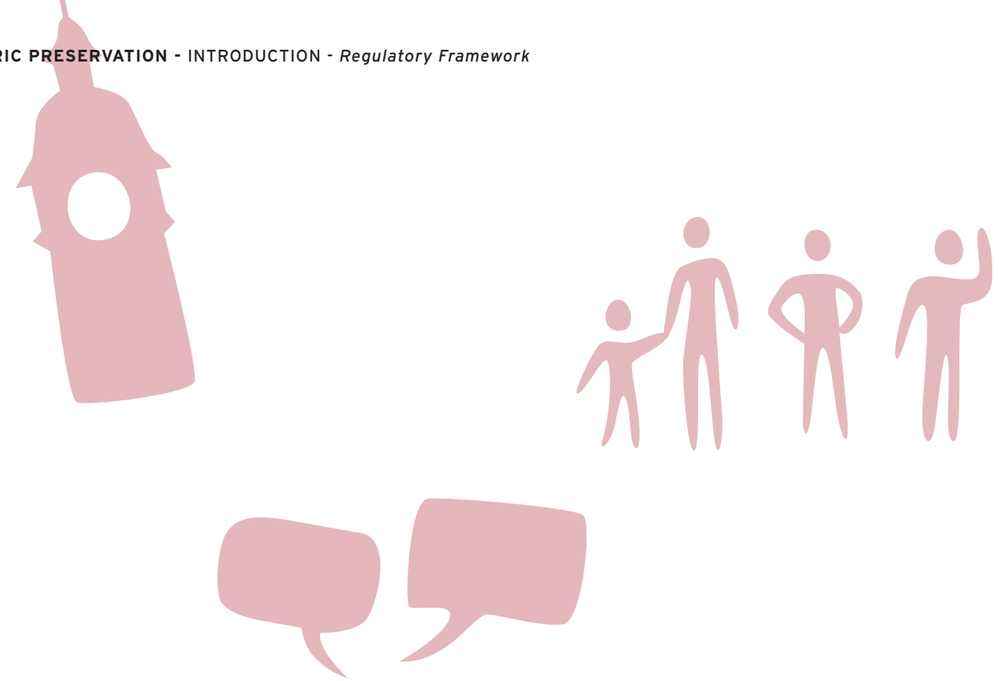
Transportation:
South Orange Pumping Station

The South Orange Pumping Station is located on municipal property next to the Village's Department of Public Works facility. The South Orange Pumping Station has long since been in disuse. Still, NJ SHPO issued an Opinion (ID #5671 SHPO Opinion: 7/30/2018)for the Pumping Station and other structures on the site. This means that the facilities could be be nominated for the New Jersey Register of Historic Places and, possibly, the National Register of Historic Places. The White Oak Ridge Pumping Station on Wyoming Avenue, sharing real estate with Millburn and Maplewood Townships, similarly received a SHPO Opinion.

Note: a SHPO Opinon is an opinion of eligibility issued by the State Historic Preservation Officer. It is in response to a federally funded activity that will have an effect on historic properties not listed on the National Register.



South Orange Pumping Station
Circa 1941 South Orange Record



05 Regulatory Framework

Prior to 2012, preservation was practiced through grassroots work and the dedicated efforts of groups including the Montrose Park Historic District Association and the South Orange Historical and Preservation Society. One regulatory vehicle for preservation was adjustment to the bulk controls in the zoning ordinance. A more specific example of a stop-gap measure adopted in order to curb subdivision of larger lots was the 2003 adoption of a new minimum lot-width standard. Planning documents like the Smart Growth Plan adopted in 2008 recommended that the Village establish a historic preservation commission.

This proposal led to a 2009 Report titled Preserving Community Character: Recommendations for a Historic Preservation Commission. The Board of Trustees established the Historic Preservation Commission in 2012, adopting a Historic Preservation Ordinance (HPO) later that year. An updated Preservation Ordinance replaced the first version in 2016. The Historic Preservation Commission is a regulatory commission, and its approval – in the form of a Certificates of Appropriateness – is necessary for projects that could demolish, subdivide, or move historic sites. Certificates of Appropriateness must be sought for modifications to sites that are designated as Local Landmarks. These include properties on the National or New Jersey Registers of Historic Places, Landmarks approved and designated by the Board of Trustees, and key contributing properties included in historic districts.

HISTORIC PRESERVATION - INTRODUCTION - *Regulatory Framework*

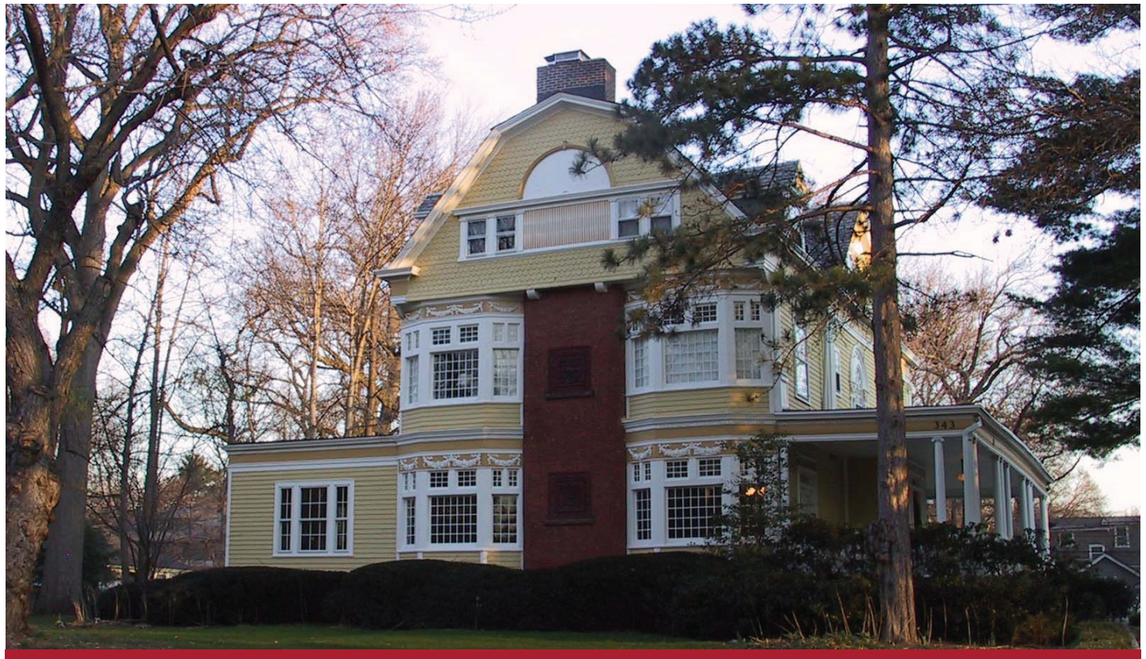
Issues

The Historic Preservation Ordinance, as currently written, has some deficiencies and could use some strengthening.. First, it lacks a provision for penalties in case of violations or unauthorized demolitions. Second, the ordinance does not have a ”preventative maintenance” requirement, meant to prevent “demolition by neglect”. Neglecting proper maintenance can cause properties to fall into disrepair and lose their historic integrity.

Preventative maintenance provisions encourage property owners to take care of their property, particularly absentee owners who may not be as emotionally invested in a community as local residents are. Third, the Ordinance makes no distinction between a Historic Resources or Landmark Inventory and a Potential Historic Sites Inventory. A potential historic sites inventory is speculative in nature, while a Historic Landmark Inventory, by contrast, affirmatively lists existing designated local landmarks in a community.

Definitions:

- ***Historic Resource*** *- any site, building, area, district, structure or object important in American history or prehistory, architecture, archaeology and culture at the national, state, county, local or regional level.*
- ***Historic Landmark Inventory*** *– an official list of local landmarks and local historic districts.*



343 Hartford Road, Colonial Revival constructed circa 1885.

Prior Surveys and Analysis: Reconnaissance vs Intensive-Level Surveys

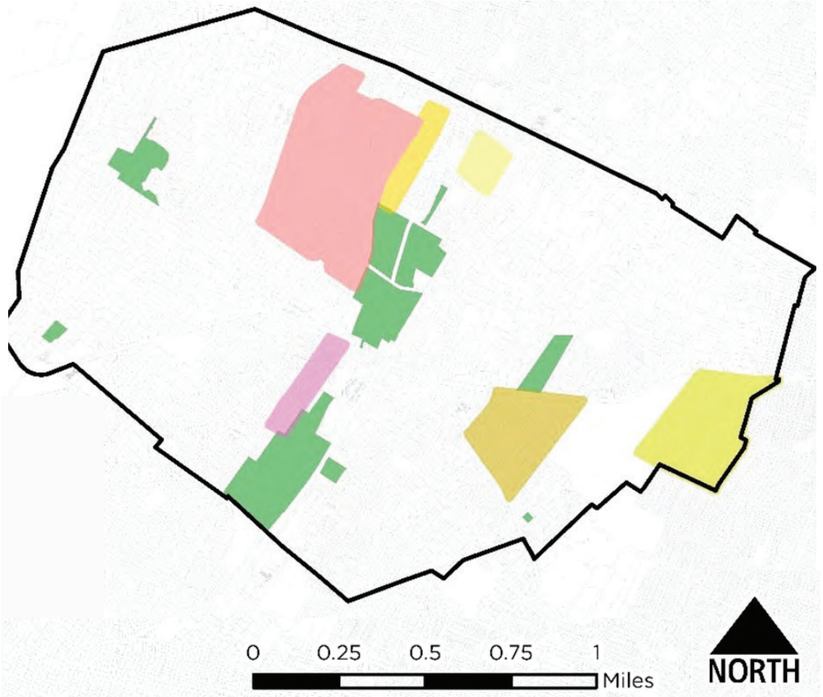
A statutory historic designation requires an intensive-level survey. This level of work is beyond the scope of a Historic Preservation Plan Element of the Master Plan; however, for the purposes of the Historic Preservation Plan Element of the Master Plan a reconnaissance or windshield level survey of properties is sufficient.

An intensive-level survey requires an in-person review of the property on foot and a review of archival resources. The findings must then be documented in sufficient detail to convincingly demonstrate the site's historic significance.

The designation of a historic district requires that an assessment be made for every property within the boundaries of the proposed district. Surveys should also assess whether a property contributes to the historic integrity of the district overall. Properties are classified as non-contributing, contributing or key contributing properties. New Jersey law defines key contributing properties as sites with such rich historic value that they could be considered for designation as an individual landmark. Though not a requirement, it is preferred for historic districts to include at least one key contributing property.

As of 2021, the only intensive-level survey conducted in South Orange was performed for the Montrose Park Historic District nomination.

Areas Also Noted by 1986 Survey



Source: 1986 Essex County Cultural Resources Survey

Possible Survey Area

- Hillside Place
- Meeker Street
- North Ridgewood Road
- Riggs Street
- South Ridgewood Road
- Tuxedo Park
- Open Space

Prior Surveys and Analysis: 1986 Essex County Cultural Resources Survey

Almost all recent landmark designations in South Orange have stemmed from the recommendations made in the 1986 Essex County Cultural Resources Survey. This 1986 Essex County windshield survey documented properties in South Orange and fourteen other communities. The Survey team conducted a windshield survey with the goal of identifying general areas that deserve closer examination.

The Survey found eight areas in South Orange that could merit an intensive-level survey to possibly establish a historic district, and one of these eventually became the Montrose Park Historic District. The New Jersey State Historic Preservation Office has issued an Opinion for another historic district in South Orange, the Prospect Street Historic District (ID #4 SHPO Opinion: 6/14/1990). In order to designate the Prospect Street area (or other potential historic districts in South Orange), The Village must carry out an intensive-level survey and submit a report to the New Jersey State Historic Preservation Office identifying properties for key contributing, contributing, and non-contributing status.

While the 1986 Survey team identified a lengthy list of individual sites, further intensive level investigation of these areas and their surroundings is warranted as it appears that nearby properties with similar profiles may also merit designation. For instance, the area originally proposed for a potential North Ridgewood Road Historic District includes Beech Spring Road, but did not include Tillou Road, a street with homes of similar style, scale, and level of integrity. Lastly, the survey documented historic sites on geographic proximity alone. Other approaches to landmark status, such as thematic and architectural similarity were not taken. Again, this approach would be appropriate in the example of North Ridgewood Road, which includes a wide sampling of architectural styles and residential form.

The 1986 Survey covered several towns and had limited time to devote to each. . Therefore, the 1986 Survey will be treated as a starting point, rather than a defining document. The Historic Preservation Commission will do its due diligence in considering areas for historic designation. It will be based on prior reports, evidentiary collection, and preservation best practices.

Survey Areas, 1986 Essex County Cultural Resources Survey

Listed, NHRP

Montrose Park Historic District

Eligible, SHPO Opinion

Prospect Street Historic District

Potential Eligible Historic Districts

Hillside Place

Meeker Street

North Ridgewood Road

Riggs Place

South Ridgewood Road

Tuxedo Park

Source: NJ SHPO

Prior Surveys and Analysis: 2009 Report on Preserving Community Character

In the twenty-first century, the Village contracted with planners Heyer and Gruel and the preservation firm Acroterion to make recommendations on establishing a preservation commission. The firms' 2009 "Community Character Report" reaffirmed the recommendations made in the 1986 Survey, but did not identify additional sites that could be surveyed. By this time, the Montrose Park district had been designated and the Prospect Street had been certified as eligible by SHPO. Remaining, were the six survey areas as identified in 1986.

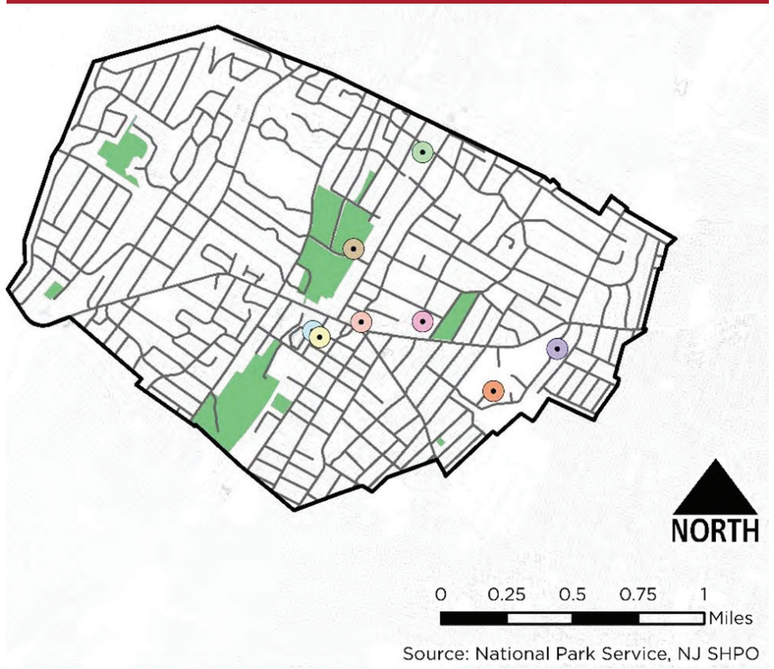


Listed and Eligible Sites
National Registers of Historic Places

The National Register of Historic Places was first drawn up in 1935. It initially designated properties of national importance as National Historic Landmarks. In 1966, the National Historic Preservation Act (NHPA) established the National Register of Historic Places as the official list of national historic resources worthy of preservation. The benefits of National Register listing include recognition of significance, eligibility for federal investment tax credits for the rehabilitation of income-producing properties, and consideration in the planning of federally-assisted projects. The National Register does not place restrictions on the actions of private property owners. The NHPA also authorized the creation of an historic preservation program in each state. In New Jersey, The State Historic Preservation Officer is the Commissioner of the Department of Environmental Protection (DEP), and the State Historic Preservation Office (SHPO) is located within the DEP's Division of Parks and Forestry.

Six sites in South Orange and one historic district, Montrose Park, are already listed on the National Register and include some of the most prominent landmarks in the Village. Other landmarks in the Village may also qualify, upon further intensive level survey, for nomination to the National Register.

National Register: Listed and Eligible Historic Sites



Listed

- Eugene Kelly Carriage House
- Mountain RR Station
- Fire Station
- South Orange RR Station
- Former Village Hall
- Old Stone House

Eligible

- Chapel of the Immaculate Conception

South Orange Fire Station, Built 1925, French Eclectic Style
52 Sloan Street, Central Business District

HISTORIC PRESERVATION - INTRODUCTION - *Regulatory Framework*



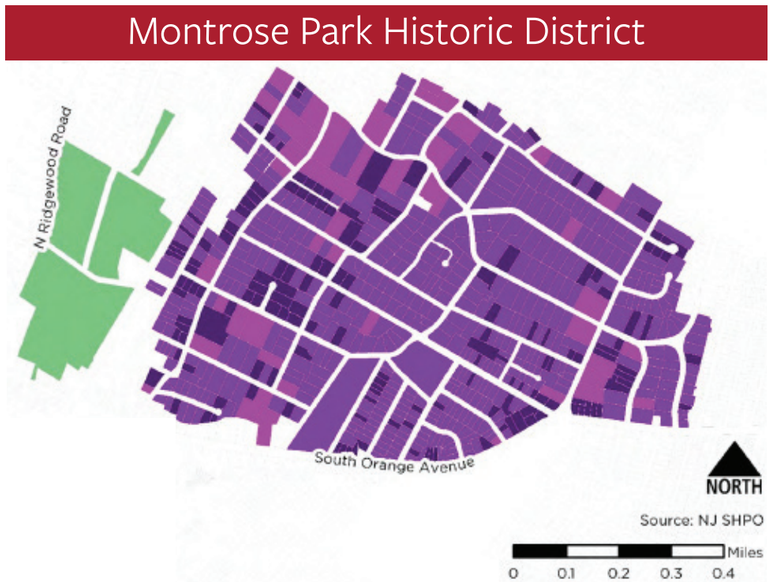
Listed and Eligible Sites National Registers of Historic Places: Montrose Park Historic District

The Montrose Historic District encompasses 708 primary buildings and 421 secondary buildings. The primary buildings include 40 key contributing properties, approximately 510 contributing properties, and approximately 158 non-contributing properties.

Two of these properties, the Old Stone House and Mountain Station were individually nominated and listed on the National Register of Historic Places, prior to the listing of the District as a whole. These two properties are also listed as local landmarks under Ordinance 2016-09, which further protects under its aegis.

Of the secondary buildings, there are 39 contributing carriage houses, 310 contributing garages and outbuildings and 72 non-contributing garages or other outbuildings. Except for two synagogues and one school, most of the primary buildings are residential. There are a handful of former residential buildings converted to commercial/office buildings along South Orange Avenue, and three apartment buildings, also along or near South Orange Avenue.

It should be noted that several of the houses deemed primary buildings were constructed originally as carriage houses. These structures were converted at a later date to residences when original estates were subdivided or demolished.



New Jersey Register of Historic Places

New Jersey has established its own register. The New Jersey Register of Historic Places Act of 1970 (NJSA 13:1B-15.128 et seq.) established the New Jersey Register of Historic Places as the state's official list of historic resources. The New Jersey Register is modeled after the National Register and uses the same criteria for evaluating eligibility of resources and the same forms for nominating properties. Listing on the New Jersey Register provides recognition of a property's historic importance and assures protective review of public projects that might adversely affect the character of the historic property. All public undertakings affecting registered properties are subject to review and approval in accordance with the New Jersey Register of Historic Places Act and are implemented through state regulations. For private property owners, listing in the New Jersey Register does not mean that limitations will be placed on the property by the State or Federal government. Within the limits of municipal zoning laws, private property owners are free to utilize, renovate, alter, sell or demolish their properties.

Properties on the NJ State Register may qualify for grants from the New Jersey Historic Trust and could also qualify for grants from non-profit organizations. This is especially helpful for properties in downtowns or operated by community institutions.

While New Jersey does not have a historic tax credit for owner-occupied structures as of 2021, Bills to create one have been introduced with some frequency in the state legislature. The most recent proposal as of 2021 provided a robust subsidy. This bill is significant because it would extend beyond what is offered in the Federal tax credit to include historic sites that are owner-occupied residences. This would be especially useful for a community like South Orange, where most historic sites are owner-occupied homes. Village officials should continue to monitor developments discussed at the state level on this and other issues. At this time, the same six sites noted above on the National Register are also designated sites on the New Jersey Register of Historic Places

Individual Sites, New Jersey Register of Historic Places

Eugene Kelly Carriage House	Old Stone House by the Old Stone Brook
Mountain Railroad Station	South Orange Fire Station
Former Village Hall	South Orange Railroad Station

Source: National Park Service

Sites and Districts Certified as Eligible or with SHPO Opinion

The New Jersey State Historic Preservation Office has also issued Certificates of Eligibility and SHPO Opinions for several historic resources in the Village. A Certificate of Eligibility (COE) is an official judgment that recognizes that a site meets the historic criteria to be listed on the New Jersey Register. The Certificate serves to alert stakeholders to a site's historic value and that it could soon be listed on the state register. A SHPO Opinion is an opinion of eligibility issued by the State Historic Preservation Officer. It is in response to a federally funded activity that will have an effect on historic properties not listed on the National Register.

The two individual sites with a SHPO Opinion or Certificate of Eligibility are the Baird Community Center and the Chapel of the Immaculate Conception. Although the SHPO Opinion for the Baird Community Center was issued prior to recent additions to the facility, the renovations took care to preserve the structure's historic integrity. SHPO Opinions have also been issued for three historic districts: Prospect Street, the South Orange Central Business District, and South Orange Pump House.

Of the current districts with a SHPO Opinion in South Orange that are on the New Jersey State Register, the Prospect Street Historic District is the largest, with boundaries that follow those prescribed by the 1986 Essex County survey. This encompasses much of Academy Heights from Valley to Prospect Street and from Irvington Avenue to the boundary with Maplewood. It would also include the Church of Our Lady of Sorrows Some of the Stick, Second Empire, Gothic Revival, and Queen Anne houses on Prospect Street, could possibly be key contributing properties in an historic district. It would also include houses on Second Street, Third Street, Milligan Place, Prospect Place, and Roland Avenue, among others.

Sites with Certificates of Eligibility or with SHPO Opinion

Individual Sites	Districts
Baird Community Center (Opinion)	Prospect Street (Opinion)
Chapel of the Immaculate Conception (COE)	South Orange Central Business District (Opinion)
	South Orange Pump House (Opinion)

Source: NJ SHPO

Prospect Street Historic District



The South Orange Central Business District would be anchored by sites already protected like the former Village Hall and would encompass historic commercial properties like the Baum Building, stretching to Ridgewood Road.

Central Business District Historic District



The South Orange Pump House District would principally protect the historic railroad pump house located on municipal property next to the Rahway River. Additionally, it would cover several accessory structures associated with it including a steam pipe, a railway bridge, a trestle, and the pump house smokestack.

Locally Designated Landmarks and Historic Districts

The Village has established a number of historic districts and individual sites as local landmarks by ordinance, over which the Historic Preservation Commission has been assigned certain duties and authorities in connection with the preservation of the Village's historic character. These sites and districts are included within Appendix D – List of Designated and Potential Historic Resources.

06

Additional Threats to Preservation

In addition to the risks to properties discussed above, there are several less obvious risks.

Incongruous Improvements

An observational review of improvements to historic structures in the Village, found that improvements made by institutions tend to be less mindful of protecting the character of the historic buildings they occupy, than homeowners are. This is particularly true of Seton Hall University, which owns several off-campus properties, particularly on South Orange Avenue, Turrell Avenue, and Centre Street. Offices. Some of the historic structures owned by Seton Hall, such as the Ring Building on Centre Street, have an inordinate amount of parking and are set apart from adjacent residential properties by fences and other accessory structures, that detract from the historic character of these neighborhoods.



458 Centre Street, Carriage House and Parking Lot for Seton Hall University George M. Ring building

Off-Street Parking

Off-street parking requirements are a major obstacle to property owners who may otherwise be inclined to use a property in its historic state. As automobile parking requires a lot of space, these requirements are potentially catastrophic to historic residences. This is particularly true in areas near the Village's core where smaller lots predominate. In Academy Heights, for instance, the lots are so narrow that there is limited room for a driveway, or two spaces and a driveway.

Parking requirements can also threaten historic properties in neighborhoods with larger lots like Montrose Park. However, the Village has recently allowed two overnight parking spaces per household for guests. This greatly diminishes the need to call police to ask for permission to park overnight, here and in the Academy Heights district, refenced above. In the Montrose Park Historic District, historic carriage houses and garages are probably the most endangered structures. Property owners may convert carriage houses into garages to comply with these requirements, which is unfortunate because human use and habitation is a best practice in the field of preservation. Using these outbuildings for garages greatly increases the threat posed by neglect.



Carriage House

Unsafe and Unsightly Automobile Corridors

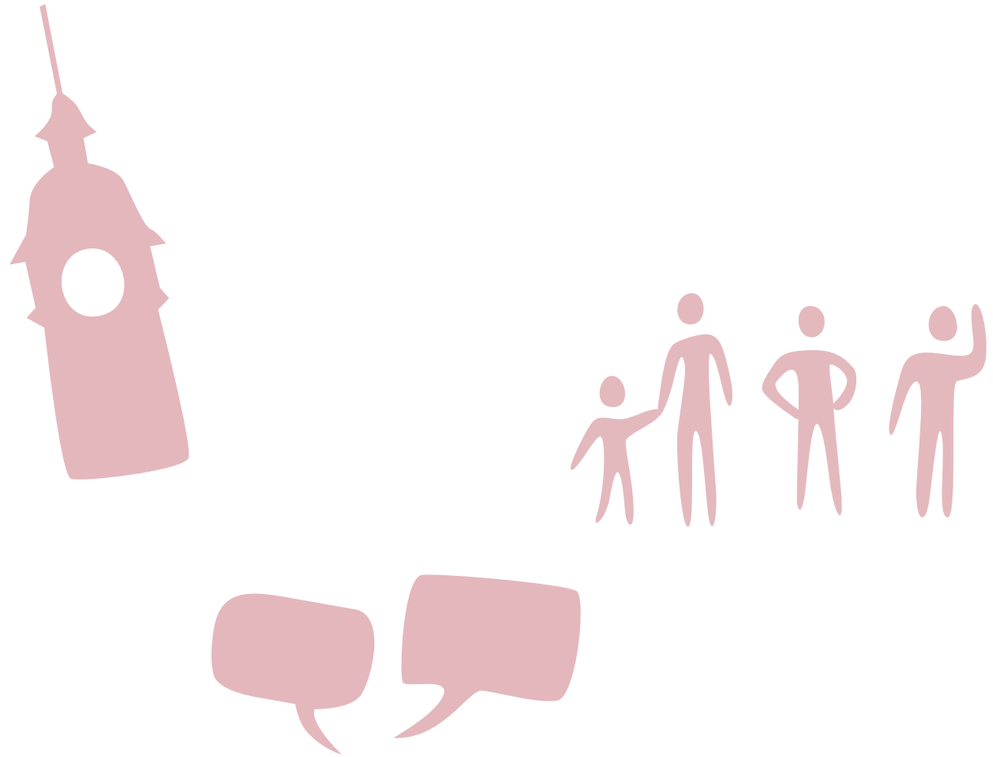
Properties located on major arterial or collector streets face severe challenges to historic preservation. High-speed traffic on these roads creates noise, endangers residents, and makes historic neighborhoods like Montrose Park and Academy Heights less livable. In turn, this diminishes demand for homes on these corridors from homebuyers. Institutional stakeholders may move to fill the gap and purchase more of these properties, posing risks to their future integrity.



South Orange Traffic

Environmental Conditions

If any environmental damage is found at a Village site or historic structure, then the repurposing of such, could require a lengthy and expensive clean-up, that may make it cost prohibitive to rehabilitate. A possible source for remediation of contaminated sites, if found, could be the US Environmental Protection Agency's Brownfield Grant Program. Brownfield Grants have successfully promoted adaptive conversions of buildings such as factories, into loft apartments, studio, or office space.



07

Public Participation + Education in Historic Preservation

Public Participation in the Historic Preservation Planning Process

The South Orange Historic Preservation Commission recognizes that there is a wide range of stakeholders within the Village of South Orange who are or may become interested in historic preservation. The Commission welcomes suggestions for implementing historic preservation, and encourages members of the public to:

1. Attend and participate at Historic Preservation Commission, Planning Board, Zoning Board of Adjustment and Board of Trustee meetings.
2. Contact the Secretary to the Historic Preservation Commission for agendas for meetings, through the Village's Municipal offices.
3. Apply to the Village President to serve as a member of the Historic Preservation Commission, Planning Board, or Zoning Board of Adjustment or run for office as a Village Trustee.
4. Participate in private non-profit organizations that promote historic preservation within the Village of South Orange and the State of New Jersey including, but not limited to:
   - The South Orange Historical and Preservation Society
   - The Montrose Park Historic District Association
   - Preservation New Jersey

Education in the Historic Preservation Planning Process

The Historic Preservation Commission strives to make information available on historic preservation incentives, programs, activities, and opportunities that are available from local, state, federal and private sources. The Village of South Orange can facilitate the better understanding and appreciation of historic resources through publicizing preservation successes and developing or sponsoring educational preservation workshops.

The Historic Preservation Commission can serve as a local resource for technical information on historic preservation, providing guidance for new construction or alterations in historic neighborhoods and commercial districts. The commission should continue its efforts to develop and sponsor workshops and publish technical bulletins for homeowners about historically appropriate construction and renovation.

The Historic Preservation Commission can also help to assist and guide property owners in identification and nomination of their properties for National, State and Local historic recognition.

Impact of Other Master Plan Elements on Historic Preservation

Other elements of the Village of South Orange Master Plan may have impact on historic preservation efforts in the Village. These elements of the overall Village Master Plan that may have impact include Land Use and Community Form, Housing, Mobility, and Quality of Life. Various Master Plan Elements reference historic preservation.

Recommended Goals

1 Continue to establish and enforce regulations

that protect the Village's built heritage.

Objectives

- Survey and designate Local Landmark Districts
- Survey and designate as Local Landmarks
- Establish policies to encourage community engagement whenever the Village considers designating a new landmark or on ordinances that may expand the Preservation Commission's review powers
- Encourage the rehabilitation and maintenance of historic resources to prevent demolition by neglect
- Enforce and further strengthen the existing Preservation Ordinance

2 Make it more economically feasible

to preserve historic structures

Objectives

- Permit accessory dwelling units.
- Create bulk standards and other incentives for properties that are contributing properties in historic districts or that are designated as Local Landmarks
- Pursue funding and support from public and philanthropic actors.
- Pursue preservation policy that prioritizes the use of tax credits and other financial incentives to reduce the costs imposed on property owners

3 Develop sensitivity

to historic context

Objectives

- Establish thoughtful design guidelines for historic districts
- Take steps to create safe, aesthetically pleasing streetscapes more compatible with the historic course of development.

4 Build appreciation

of the Village's rich history

Objectives

- Take steps to encourage 'heritage tourism'
- Cultivate the appreciation among Village residents for their community's history.
- Establish relationships among stakeholders and create strategies to promote local heritage.

HISTORIC PRESERVATION - INTRODUCTION - *Recommended Goals*

Recommendations





01

Goal 01: Continue to establish and enforce regulations

Protect the Village's built heritage.

Regulatory review is the linchpin of preservation at the local level. South Orange established a regulatory framework for preservation in 2012, when it created the Historic Preservation Commission, which should use the powers granted by the Preservation Ordinance to investigate and designate historic sites, contingent on approval by the Board of Trustees.

Objective 1.1: Survey and Designate Local Landmark Districts

Landmark districts could theoretically encompass almost all of the Village's historic building stock. Potential districts have previously been identified, most notably by the 1986 Essex County survey. These recommendations can provide the foundation for any future designation. Intensive-level surveys should be pursued to designate geographic areas as districts. It should be emphasized that nothing precludes an interested party from independently researching a set of properties not mentioned herein to nominate for listing as a historic district on the National or New Jersey Register of Historic Places. Should any such district be listed, it would constitute a Local Landmark District as defined in the Historic Preservation Ordinance.

Strategies

1. Formally designate the Prospect Street Historic District along the boundaries outlined in the 1986 Cultural Resources Survey. Renaming the Prospect Street Historic District as the Academy Heights Historic District may be explored.

2. Conduct intensive-level surveys for structures located within the areas identified by the 1986 Essex County survey and within the Newstead and Tuxedo Park neighborhoods as potential areas in which to survey and designate a historic district.

3. Consider preparing multiple property submissions to designate districts for sites, structures, and objects that share an architectural style or historic theme. Examples could include submissions for Victorian era cottages and for the many Tudor houses in the Village.

4. Consider expanding the boundaries of recommended survey areas to include adjacent historic sites neglected in earlier surveys. In some cases, blocks that had comparable levels of historic integrity and had contained homes designed in styles similar to those in the survey area were unjustifiably excluded from the area. Also, the original researchers often used the street centerline as a boundary, excluding half of a coherent streetscape from the survey area.

   The North Ridgewood Road survey area should be expanded to include Melrose Place and Franklin Terrace. Where early twentieth-century homes are similar to those on adjacent blocks located within the original survey area. For similar reasons, the North Ridgewood Road area should also be expanded to the south to include the zone of Tudor and Colonial Revival homes on Tillou Road between North Wyoming Avenue and North Ridgewood Road as well as properties on the south side of Beech Spring Road.

   The area proposed for a potential Hillside Place Historic District should be expanded to include all homes on the east side of Hillside Place and should also include both sides of Hillside Terrace between West Montrose Avenue and the boundary with West Orange. These alterations would inform anyone conducting an intensive-level survey in the future and ensure that any preservation work treats residents fairly and equally.

Objective 1.2: Survey and designate as Local Landmarks

South Orange has a large and diverse array of historic resources. These sites should anchor historic districts and, should they satisfy the standard herein, may be considered for individual designation. The list of potential historic sites can also be used to promote individual sites that may not be known by the public.

Strategies

1. Conduct a comprehensive, Village-wide survey to identify potential historic sites, structures, objects, and places that have heretofore been ignored.

2. Perform intensive-level surveys with the intent to assess and designate any sites, structures, objects, and places identified as potentially having historic significance.

3. Establish a list of potential historic sites that is distinct from the Landmarks Inventory, which pertains only to designated districts and sites. The Preservation Commission and other actors can use this list to consider designation in the future. The Village can add to and revise this list as it sees fit.

4. Whenever the Commission considers designating a Local Landmark, a report should be prepared that details the site's significance and analyzes its integrity as a historic resource. The report should demonstrate that the site satisfies the criteria for designation. As a general rule, sites designated as Local Landmarks should satisfy the standards set by the 1966 National Historic Preservation Act for listing on the National Register of Historic Places.

Objective 1.3: Establish policies to encourage community engagement whenever the Village considers designating a new landmark or on ordinances that may expand the Preservation Commission's review powers

The Village should adopt procedures to ensure that preservation efforts follow recommended practices for community engagement. It is standard practice to conduct engagement, hold open events, and to notify property owners whenever a municipality considers establishing requirements that must be adhered to. Establishing clear and consistent engagement policies ensures that preservation is pursued in an open, transparent, and productive manner that reduces the risk of a legal challenge. Public engagement promotes trust and establish productive relationships that assist preservation in the long run.

Strategies

1. Establish a requirement to hold a public meeting whenever the Village considers the designation of a new Local Landmark or Landmark District. Landmark designation adds regulatory oversight and requirements that property owners must adhere to. Public meetings allow the public to comment on these changes.

2. Amend the Preservation Ordinance to require that the Commission must notify owners of properties considered for designation. The Commission should give sufficient lead time and make sure that the owner understands the ramifications of designation.

3. Notify in advance the owners of any property surveyed for individual designation. The survey should be conducted by trained professionals who should coordinate with the property owner surrounding the logistics of their visit and notify them of the portions of the property they need to access. The Commission should also notify the police and work with them to ensure that the survey is carried out safely and productively.

4. Hold public meetings for any changes to the Historic Preservation Ordinance that add oversight and introduce new regulatory burdens. This could include any amendments to the criteria and definitions in the Ordinance in any way that expands the Preservation Commission's ability to review.

5. Establish an informal working group comprised of Commission members and municipal officials to review and better coordinate preservation policy.

6. Inform and help property owners understand and navigate the regulations of the Historic Preservation Ordinance. Educational materials and clear, helpful information should be posted on the Preservation Commission's webpage.

Objective 1.4: Encourage the rehabilitation and maintenance of historic resources to prevent demolition by neglect

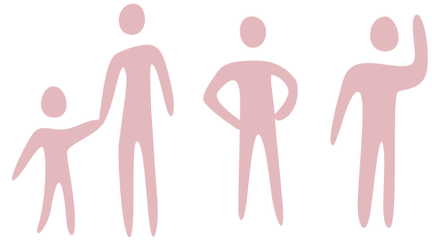
Neglect and lack of maintenance can also threaten historic resources. If neglect renders a building unsafe, demolition could be necessary. Even the slow deterioration of structures could endanger a historic site's integrity. It is important to encourage maintenance, prevent demolition by neglect, and treat the latter similarly to wholesale demolition.

Strategies

1. Add a 'preventative maintenance' provision meant to prevent 'demolition by neglect' and to encourage property owners to invest in their properties.

2. Establish guidelines for the adequate maintenance of Designated Local Landmarks.

3. Establish a policy that the relevant municipal employees must inspect historic structures that are the subject of complaints alleging their neglect and deterioration.



Objective 1.5: Enforce and further strengthen the existing Preservation Ordinance

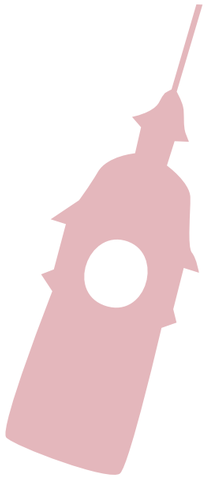
The Historic Preservation Ordinance can be improved in several ways. These recommended changes are sensible and considered to be best practices for preservation.

Strategies

1. Amend the Historic Preservation Ordinance to establish penalties for noncompliance. For example, the current Preservation Ordinance does not have a provision that outlines penalties for the illegal demolition, alteration, relocation, and subdivision.

2. Amend the Historic Preservation Ordinance so as to clearly cover alterations that result in the permanent loss of historical value. As presently written, the Ordinance could be interpreted to allow alterations to the exterior that effectively destroy the front façade.

3. Vigorously enforce the Historic Preservation Ordinance and continue to inspect properties subject to regulatory review.





02

Goal 02: Make it more economically feasible

To Preserve Historic Structures

Regulations cannot achieve historic preservation in and of themselves. At best, they deter property owners from immediately destroying a structure. Though effective in the near term, they provide no incentive for keeping a property in its historic form over the long term. This is especially problematic as preservation imposes costs and may place restrictions that may lower the value of a property. Absent financial and other incentives, historic neighborhoods remain vulnerable to decay.

HISTORIC PRESERVATION - RECOMMENDATIONS - *Goal 2: Make it more economically feasible*

Objective 2.1: Permit accessory dwelling units.

The development of accessory dwelling units (ADUs) is a proven strategy for the preservation and maintenance of carriage houses and other historic outbuildings. When it comes to preservation, these structures are often an afterthought. Property owners frequently use these structures for garages and storage space. As such, these owners are prone to overlook damage to these structures and have few financial incentive to maintain them. By contrast, tenants – be they family members or renters – have an incentive to maintain these structures.. Property owners, meanwhile, have a financial incentive to maintain these structures.

South Orange is a a community where the allowance of ADUs could advance the preservation cause as the community has a singularly large number of accessory buildings with historic value.

Strategies

1. As recommended by the 1991 Land Use Plan and other planning documents, permit the conversion of carriage houses into residences.

2. Provide examples to illustrate the appropriate conversion of carriage houses and highlight how some structures built originally as carriage houses are now used as principal residences in Montrose Park and other neighborhoods.

3. Should the Village adopt a Village-wide ADU ordinance, establish less restrictive bulk requirements that are contributing or key contributing structures.

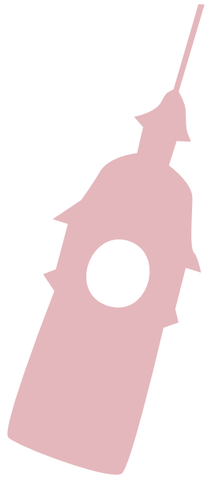
Objective 2.2: Create bulk standards and other incentives for properties that are contributing properties in historic districts or that are designated as Local Landmarks

Zoning ordinances can also be written to make bulk standards somewhat less restrictive for historic sites. This is particularly helpful for older structures that were built in a time with needs, tastes, materials, and construction methods far different from our own.

As such, these structures often do not conform to the standards imposed by modern zoning. Bulk incentives written with older structures in mind encourage them to be used in a manner consistent with their historic use.

Strategies

1. Allow properties to have a bonus that reduces the front, side, and rear setback standards with which they must comply.
2. Create bulk standard and other incentives for properties that are contributing properties in historic districts or that are designated as Local Landmarks.
3. Establish lower off-street parking requirements for residential properties located in a historic district. The Site Improvement Advisory Board states that properties within a historic district may be exempt from the New Jersey's Residential Site Improvement Standards (RSIS) pertaining to off-street parking. The Site Advisory Board also allows exemptions close to train stations, as is the case with many of South Orange's historic neighborhoods.
4. To prevent the harmful impact of institutional uses, make sure that these incentives are provided only for residential properties.



Objective 2.3: Pursue funding and support from public and philanthropic actors

Public and non-profit actors can be powerful allies in the fight for preservation. Federal, state, and county governments fund adaptive reuse and other preservation activities through grants and other programs while non-profits can provide funding, technical assistance, and other types of support.

Strategies

1. Become a Certified Local Government (CLG) to apply for grants to pay for surveys, research, nomination, and other preservation costs. South Orange already meets most of the requirements for CLG status.
2. Establish a policy to always look for vacant, deteriorating, and other endangered historic structures when looking at sites for municipal operations and to pursue adaptive reuse.
3. To defray the cost to publicly maintain aging structures, use funding mechanisms not principally meant for preservation. For instance, look at funding for Brownfield Grants and other environmental programs.
4. The community can also look at low income housing tax credits and other non-traditional sources to encourage the upkeep of historic structures.
5. Encourage private groups to form non-profits that may contribute to rehabilitation costs. These groups should follow a "Friends group" model in order to foster a positive and cooperative relationship among civic and community stakeholders.
6. Continue to investigate potential funding mechanisms to defray the cost of maintaining gas lamps. For example, research, survey, and determine whether a thematic gas lamps historic district can be nominated to the New Jersey and National Registers of Historic Places. This could potentially defray the cost of maintaining gas lamps, as properties listed on state and federal registers are eligible for federal and state tax credits and grants. Thematic districts have been created for infrastructure like historic lamps and cobblestone streets in communities around the country.
7. Should the Village determine it is advisable, look at and prioritize the adaptive reuse of historic properties in commercial corridors that could anchor and add to the aesthetic appeal of these districts.
8. Educate and help property owners understand and navigate the regulations of the Historic Preservation Ordinance. Materials and clear, helpful information should be posted on the Preservation Commission's webpage.

Objective 2.4: Pursue preservation policy that prioritizes the use of tax credits and other financial incentives to reduce the costs imposed on property owners.

Federal and state governments can also provide tax credits and other financial incentives to help property owners directly. Moreover, the nominations of historic districts and sites to the National and New Jersey Registers can be tailored with the welfare of homeowners in mind.

Strategies

1. Establish a policy to research, survey, and nominate any site or district designated as Local Landmarks to the New Jersey and National Registers of Historic Places, as being listed on the New Jersey and National Registers makes a property eligible for grants and historic tax credits that subsidize these costs.

2. Follow developments regarding theenactment of a state historic tax credit. Bills recently introduced in the New Jersey legislature would allow owner-occupied residential properties to be eligible for the tax credit, a strong provision that would greatly aid the costs associated with maintaining historic structures. Should such a credit be enacted, conduct a Village-wide survey that would identify new areas as potential historic districts.

3. Promote and pursue community engagement strategies to educate property owners about the financial benefits and to help them navigate the requirements of those programs.

4. Explore the survey and nomination of multiple property submissions (MPS) to the state and national registers as an alternative to contiguous historic districts. Multiple property submissions nominate groups of individual properties that share a common theme and are a flexible preservation tool that reduce the cost of surveying and nominating historic properties while ensuring that only sites with genuine historic significance are protected and not those included merely for being geographically contiguous.

5. Research and apply for grants available for maintaining storefronts in historic buildings, particularly for properties in the Village's core.



03

Goal 03: Develop sensitivity to historic context

Objective 3.1: Establish thoughtful design guidelines for historic districts

Design guidelines are an essential preservation tool, providing 'rules of the road' that can serve as a reference to applicants and commission members alike. This is particularly important in a community like South Orange where neighborhoods vary in form.

Strategies

1. Establish design guidelines for Historic Districts that encourages built form similar to the estates of a nineteenth-century railroad suburb, particularly those properties outside a half-mile radius of the downtown train station.

2. Establish separate design guidelines for historic districts in the Village's core, particularly those districts located primarily within a half-mile radius of the downtown train station, where the estate form is historically inappropriate. These guidelines should encourage the form that distinguished the walkable, human scale neighborhoods that emerged near the railroad stations of nineteenth-century suburbs. These guidelines should cover the Prospect Street Historic District and potential historic districts such as Ridgewood Road South, Riggs Street, Meeker Street, Hillside Place, and other districts located primarily within a half-mile radius of a train station.



458 Centre Street, Montrose Park Historic District. This Tudor Revival-influenced former home of Thomas S. and Anna Kingman, one of the major developers of Montrose Park. Temple B'Nai Jeshuran acquired the property in 1951 and built the Religious School addition in 1956. By 1970, B'Nai Jeshuran sold the property. Currently, the property now houses the Seton Hall University Division of University Affairs. It is known as the George M. Ring building.

Objective 3.2: Take steps to create safe, aesthetically pleasing streetscapes more compatible with the historic course of development

To strengthen neighborhoods, preservation should be paired with design and development standards that help maintain the streetscapes throughout a community.

Strategies

1. Establish a maximum building coverage standard for all residential one- and two-family zones. While these districts have a lot coverage requirement, no specific standard exists to regulate building size. A building coverage standard would discourage the construction of "McMansions" and other inordinately large structures that do not conform to the prevailing character of the neighborhood.

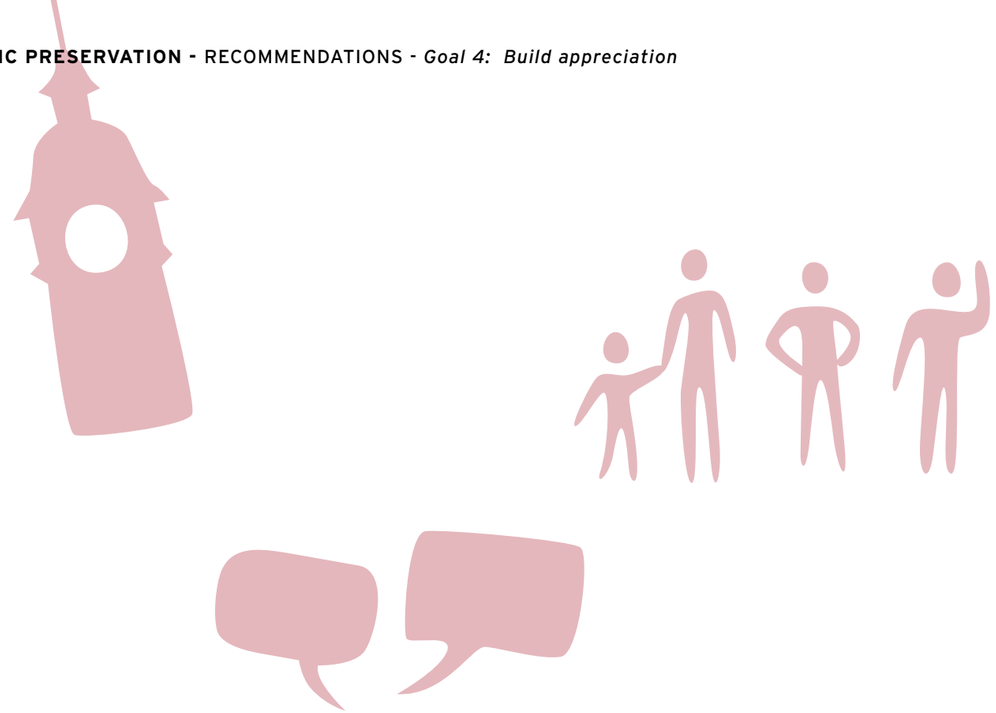
2. Forbid property owners in historic districts from planting landscaping and installing other screening that obstruct views from the public right-of-way.

3. In addition to the recommendations included in the Mobility Element, maintain historically significant sidewalks according to their historic specifications. This may extend to the bluestone sidewalks that cross Montrose Park. This assumes that the cost of maintaining these sidewalks is not unduly expensive. Sidewalks that conform to the neighborhood's historic character, such as tinted or pressed concrete, should be constructed in places where they do not currently exist.

4. Per the Mobility Element, adopt traffic calming measures along arterial and collector streets that run through and abut historic neighborhoods. Loud and dangerous car traffic moving at high speeds adversely affects residential neighborhoods. These car-friendly routes, a negative impact that does not conform to the historic character of these places, appeal to institutional users more likely to undermine the historic integrity of these places.

   Instituting traffic-calming measures would create more livable and pedestrian-friendly neighborhoods that would approximate South Orange's pre-automobile Victorian neighborhoods. These measures could include adding stop signs and making street improvements that are similar to the miniature roundabout at the five-way intersection in Montrose Park.

5. Require specific standards for professional offices, institutional offices, and educational facilities in residential zones. These standards can impose additional restrictions meant to prevent any negative impact caused by their intensive use. For example: adopt standards regulating the points of ingress and egress and restricting the width of these points.



04 Goal 04: Build appreciation

Of the Village's rich history

The people of South Orange know that they live in a very special place. Preservation can be used to develop an even greater sense of community, by connecting present-day residents with people who came before. Historical tourism and education can also be used to generate community support for other preservation measures.

Objective 4.1: Take steps to encourage 'heritage tourism'

Strategies

1. Create neighborhood-specific walking tours that discuss their past and point out historic landmarks.
2. Promote initiatives, such as plaques for historic properties or signage for historic sites, that raise awareness of the historical value of the property or site.
3. Install decorative banners, signage, and other elements that commemorate the Village's historic neighborhoods. This strategy may follow the example set in Montrose Park and Tuxedo Park, where banners and signage acknowledge the past still embodied in these neighborhoods.



Baum Building, 115-119 South Orange Avenue

Objective 4.2: Cultivate the appreciation among Village residents for their community's history

Strategies

1. Promote an appreciation of our cultural, physical and architectural heritage, including historic landmarks, by engaging, involving and communicating with stakeholders and all residents about the importance of preserving the cultural heritage of the Village of South Orange

2. Add markers, plaques, and other interpretive signage in public spaces throughout the Village.

3. Establish Historic Preservation Signage throughout the Village.

4. Research and bring attention to the experience in South Orange of communities that historically have been marginalized such as immigrants, African-Americans, women, and members of the LGBT community.

5. Use historical surveys and nominations to create an online map that residents can use to find the location of and get more information about Local Landmarks, the boundaries of historic districts, properties in those historic districts, and properties surveyed to determine eligibility for historic designation.

6. Pursue, and apply for grants to fund the creation of an interactive website that promotes the history of South Orange and establishes a digital archive for residents and others to conduct research. Stakeholders and community leaders may coordinate and/or fund the further development of the library and/or historical society digital archives.

7. Work with the South Orange and Maplewood school district and other institutions to develop curriculum and programming to ensure that knowledge of the past remains strong well into the future.

8. Continue to organize and pursue novel strategies to promote built heritage such as creating an award for residents who preserve their historic homes or honoring businesses that take advantage of their historic frontage to design a creative storefront.

Objective 4.3: Establish relationships among stakeholders and create strategies to promote local heritage

Every community has stakeholders that have the power to preserve and care for its historic resources. This extends to historic documents that are an important resource for preservation work in general.

Strategies

1. Review ordinances considered by the Board of Trustees of the Village of South Orange with respect to their potential impact on historic preservation.

2. Review and comment on applications before the Planning Board and Zoning Board of Adjustment regarding their potential effect on historic preservation.

3. Develop a procedure for the disposition, alteration or demolition of public buildings and land owned by the Village; use this procedure for evaluating adaptive reuse, demolition and other proposals.

4. Continue to collaborate with the Montrose Park Historic District Association, the South Orange Historical and Preservation Society, the South Orange Public Library, and other groups with an interest in local history to host programs, exhibits, and other activities that promote the history of South Orange.

5. Work with volunteers from the community to encourage the Public Library and Seton Hall University to expand the historical documents in their archives, including the digitization of archival materials to increase public access.

6. Collaborate with officials and stakeholders in other communities to promote the history of the broader area and to raise awareness about Essex County's built heritage.

7. Work with the South Orange Downtown and other business organizations in commercial districts to find solutions to, and encourage the adaptive reuse of commercial structures. Structures like the Baum Building as well as those located at 14, 18, 19, and 75 South Orange Avenue provide an anchor for business activity in the downtown.

   The Downtown South Orange and local preservationists should work to attract and retain businesses that can operate out of these spaces and not adversely impact the structure's historic integrity.

8. Prioritize the creation of constructive working relationships among officials, preservationists, institutional partners like Seton Hall, and other stakeholders.



South Orange
Master Plan
Shaping Our Shared Future

2021

Quality of Life Element

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Quality of Life



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Executive Summary





Baird

This Quality of Life Element is meant to serve as a practical guide for the Village to invest in the kinds of amenities and programming that equitably serves the well-being of all residents. The Element contains the required content of more common elements such as open space and recreation and sustainability, while outlining investments in the Village's most important asset, its residents. It offers a snapshot of existing conditions in the Village and offers recommendations across a wide spectrum of intervention points that will support equitable physical and mental health, social connectedness, and robust cultural expression. In addition, it outlines a vision for a fair and equitable environment that fosters healthy lifestyles and responsible stewardship of the Village's natural environment and social fabric.

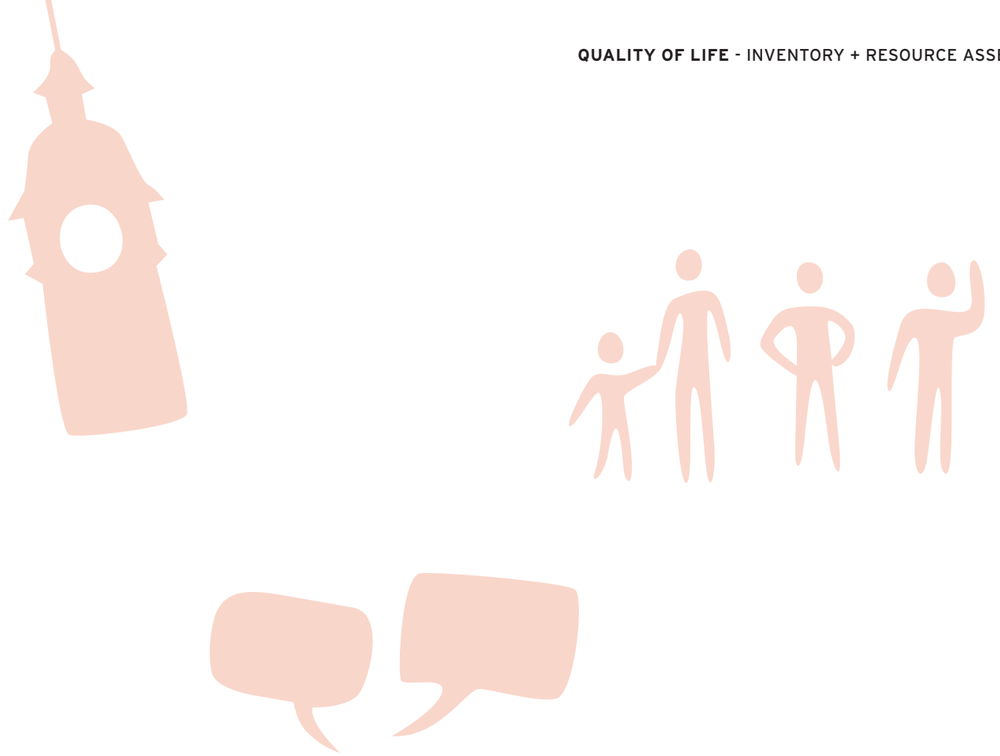
The residents of South Orange have expressed a clear desire to their leaders for a Village that is walkable, filled with green spaces, and encourages innovation. They emphasized the importance of providing all their residents with access to fresh foods, recreation, high-quality healthcare and an active civic life that encourages family and social support. Furthermore, they expressed a desire to be a leader in the collective human struggle to avoid the worst impacts of climate change by charting a course for a more sustainable way of life that protects the natural environment from pollution and exploitation.

South Orange has many reasons to be proud of their community. Village residents have frequently been at the forefront of movements for social justice and proudly take proactive measures to provide for vulnerable populations. The Village's history of passionate advocacy has also expressed itself over the years through the generous contributions of its residents and vigilant efforts to preserve open spaces and natural assets. This energy is alive and well to this day, recognized nationally as a Playful City USA in 2015, and accumulating numerous other accolades for prioritizing health and wellness in their parks and community programming. Residents of this proud community have every reason to have high expectations for the future envisioned within this Element.

Inventory + Resource Assessment



QUALITY OF LIFE - INVENTORY + RESOURCE ASSESSMENT



South Orange continues to build on a strong foundation for supporting the well-being of its residents. It heavily invests in creating beautiful parks and public spaces, boasts an impressive list of programming for all ages and interests, and proactively seeks ways to protect natural assets such as the Rahway River. Residents of the Village can also access a wealth of resources within the greater New York City metropolitan area including world-class hospitals, a strong regional employment market, world-renowned cultural venues, and extensive transportation options. Such connections are likely to be enhanced and further integrate the Village as a major node within this unique regional fabric. The Village also shares a border with the South Mountain Reservation, offering residents easy access to natural spaces and a robust network of trails and other amenities. These achievements have increased residents' health outcomes, but the people of South Orange are not complacent and continue to make equitable investments for the best possible quality of life for generations to come.

01

Sustainability

South Orange continues to take a proactive stance on sustainability, taking progressive measures such as its recent ban on single use plastic bags. The Village is an active participant in the Sustainable Jersey program, earning Bronze status and winning grant funding to create a new space for passive recreation along Clark Street. Many of these efforts are undertaken by the membership of the Environmental Commission, an advisory body of the Planning Board that also leads educational and community service projects throughout the Village. These projects include an on-going tree inventory and "hero tree" recognition program for trees of notable physical or historic stature, as well as efforts to ward off invasive species, preservethe vegetated buffers along the Rahway River, and reduce food waste.

02

Open Space

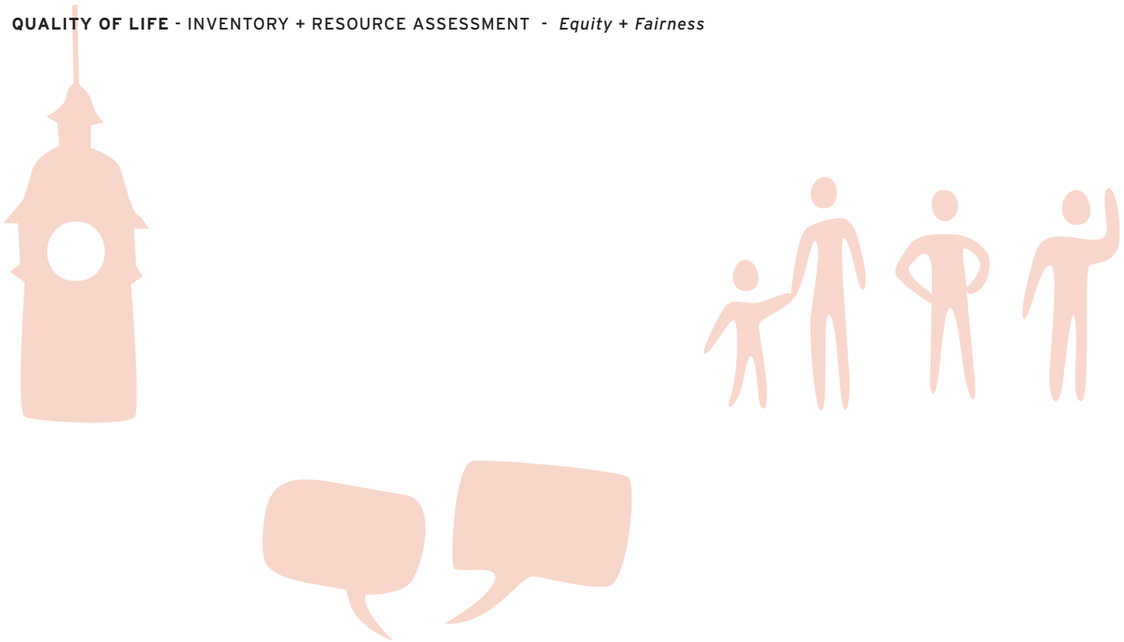
The South Orange Recreation and Open Space Inventory (ROSI), a State maintained database of spaces devoted to public recreation in each municipality, contains 86.328 acres of public open space that can be categorized into two groups based on their geography within the Village: those along the Rahway River to the Village Center and neighborhood parks distributed throughout the Village. Open Space along the Rahway River can be further categorized as those north and south of the Village Center. Each of these areas were assessed during this planning effort on their accessibility, activities supported, condition, safety, landscaping and number of users. The data gathered during site visits as well as interviews with residents, staff from the Department of Recreation and Cultural Affairs and Department of Public Works, and members of various park conservancies form the basis for the following descriptions of open space facilities.

Open Space



- Rahway River Corridor Northern Segment
- Rahway River Corridor Southern Segment
- Neighborhood Green Spaces
- Recommended Future Open Spaces

1. Clark Street River Area
2. Flood's Hill
3. Meadowland Park
4. Duck Pond
5. Cameron Field
6. Grove Park
7. Village Square Park (Spiotta Park)
8. Third St. Playground
9. Farrell Field
10. New Waterlands Park
11. Old Waterlands Park (Chyzowych Field)
12. Memorial Park (Founder's Park)
13. Carter Playground
14. Newstead Neighborhood Park (Firehouse Playground)



03

Equity + Fairness

South Orange, like its neighbors, is a diverse community where residents freely share perspectives and insights. The result has been policies that are responsive and innovative. Understanding why equity is important in South Orange and incorporating principles and practices of equity in all facets of our Master Plan is essential for planning that truly enhances the quality of life for residents. Data-driven accountability—including developing indicators and performance measures—is critical to discover the true picture of equity in our community. That data will enable us to develop the strategies needed to include, welcome and value every resident, across every demographic regardless of income, ability, race, ethnicity, age, gender and sexual orientation.



04

The Rahway River Corridor
The Village Spine

The Rahway River Valley forms a central spine of the Village that is surrounded on either side by parkland for much of its journey. This parkland supports both active uses such as recreational sports leagues and passive recreational activities such as bird watching or picnics. The parks along the Rahway River north and south of the Village commercial center are so well integrated with each other that one could be forgiven for assuming they were all one large park. Some of South Orange's oldest and most iconic open spaces can be found here. Determining how to create a connected network of park space along the River has been a stated goal of several prior planning efforts, including the 2007 East Branch of the Rahway River Master Plan. Many of the proposals called for in those plans have been implemented on the northern segment of the river. Along this segment, the Rahway now enjoys improved connectivity, upgraded recreational facilities, and a more ecologically and aesthetically designed riverbank.



04

Rahway River Corridor Northern Segment

This area contains highly active recreational fields as well as scenic passive spaces with comfortable seating areas to rest or gather with friends. Visitors are greeted by several informational signs that provide details on the parks' many features, as well as local ecology and wildlife. Although they are considered discrete parks, these facilities are connected so seamlessly that they are popularly referred to collectively as Meadowland Park. Each park space complements the others by providing a well-balanced offering of amenities, plentiful parking for vehicles and bicycles, and thoughtfully designed integration into the surrounding neighborhoods.

Rahway River Corridor – Northern Segment

RESOURCE	SIZE (ACRES)	LOCATION	FACILITIES
Baird Community Center	1.2	5 Mead Street	• Classrooms + meeting rooms • Art galleries • Performance space • Basketball court
Cameron Field	8.44	5 Mead Street	• Regulation baseball diamond • Playground • Seven (7) tennis courts • Swimming pool
Clark Street River Area	1.3	Meadowbrook Place + Clark Street	• Passive recreation • Environmental education
Duck Pond	8.56	North Ridgewood Road + Mead Street	• Passive recreation • Bocce ball • Ice-skating
Flood's Hill	14	North Ridgewood Road + Mead Street	• Winter Sledding • Field sports • Passive recreation
Meadowland Park	11.9	5 Mead Street	• Four (4) Softball/little league diamonds • Eight (8) tennis courts • Passive recreation

The Baird Recreation Center

Located near the Southeastern corner of Meadowland Park, the Baird is the Village's principal indoor recreation facility as well as the home of the offices of the Department of Recreation and Cultural Affairs. As of the writing of this plan, the Center is undergoing renovations that will significantly expand its physical footprint as well as the amenities available within. The planned improvements illustrated below will include a roof replacement, the replacement of a second-floor porch and a new, two-story fieldhouse that will include a gymnasium. The facility's offerings will also include the Pierro Art Gallery, rooms for exercise and dance instruction, game rooms, community meeting spaces, lounges, a new basketball court, café and office spaces for Village staff. Renovations to this facility will also alter the physical layout of Meadowland Park, in particular the Southern portion where the on-site parking will be reconfigured with a roundabout on the northeastern facing side of the Baird for pick and drop off. Additionally, the expansion of the center will require the relocation of the paddle tennis courts. The renovation and reconstruction project is anticipated to last until 2021.

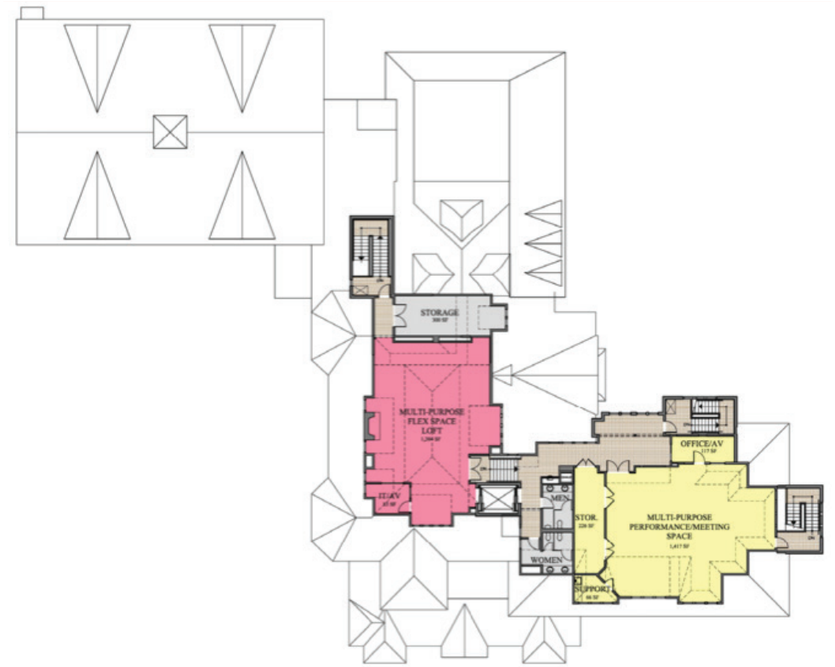
Proposed 1st Floor Plan



Proposed 2nd Floor Plan



Proposed 3rd Floor Plan



Cameron Field

Cameron Field is a mostly active park that features a historic baseball diamond where several legendary figures of the sport such as Babe Ruth once played. The enclosed stadium, which has enjoyed several upgrades including the installation of lights and irrigation systems two years ago, is both functionally and aesthetically impressive featuring an iconic scoreboard against the NJ Transit tracks which form the park's eastern border. This showcase field is used by the Village's recreational baseball program. The park is accessible by a walking trail, bike lanes and high visibility crosswalks on its northern approach and is connected to the Duck Pond by a footbridge across the Rahway River, which defines the park's western border. Further to the South, the park features an open lawn suitable for field sports, where the Village hosts some of its recreational soccer games, a small grove of picnic benches and a large playground. The playground features a small-scale rock-climbing wall in in addition to traditional playground equipment.Another prominent feature of the park is the Peter S. Connor Memorial Swimming Pool, which is open onlyto South Orange residents with a South Orange Recreation and Cultural Affairs Membership. It was abundantly clear through site visits that the pool is among the most popular summertime destinations of the Village, being patronized by at least 100 people at any given time. At its Southernmost portion, the park's trail continues past seven more tennis courts near South Orange Avenue and the Downtown District.



Cameron Field

Clark Street River Area

The northernmost green space of the parks concentrated along the Rahway River, the Clark Street River Area is a narrow strip of green space across Meadowbrook Place from Meadowland Park. Designed as a public demonstration piece for ecological landscaping, the park received funding for various landscaping improvements including new trees and native plantings designed to improve habitat for pollinators and other wildlife, control soil erosion and capture run-off pollutants before they enter the River. The park's use is solely for passive enjoyment and education.


Clark Street River Area

Duck Pond

The area known as the Duck Pond is a beautiful, passive space featuring attractive landscaping, plentiful shade coverage and, its most prominent feature, a curvilinear pond. The park is easily accessible by walking trails, sidewalks and a bike lane to the surrounding parks to its North and East, the residential Lower Wyoming neighborhood to the West and the South Orange Middle School to its South. Through the school's campus, the park also connects to South Orange Avenue and the heart of the Downtown. Another pedestrian bridge over the Rahway River was completed in 2008. The bridge creates a safe and attractive point of access to the Village swimming pool, which is frequently accessed via the Duck Pond by residents that park in the middle school parking lot. In addition to the pond itself, this park features bocce ball courts, numerous benches and picnic tables, a small building that will soon serve as a community meeting venue and storage facility, a war memorial, landscaping and a sculpture designed by native South Orange artist, Tony Smith (1912-1980). Overall, the park offers a very comfortable space for passive uses such as reading or bird watching.



Duck Pond



Duck Pond

Flood's Hill

Flood's Hill is a mostly passive recreation area whose prominent feature is a great lawn, much of which is at a fairly steep slope. The park's boundaries are completely open, as shown in the photo below, and it is well-connected by walking trails, sidewalks and a bike lane to the surrounding parks. This design and pedestrian infrastructure create easy access from its south and east as well as the West Montrose and Lower Wyoming residential neighborhood to its north and west respectively. At the base of the park's slope, the field levels out to provide enough space for soccer and other field sports; this is one of the parks used for the Village's recreational soccer program. The park's topography also provides an ideal venue to host the Village's Summer Concert series. In addition, this slope is a popular destination for sledding during the winter months. Much of the park's perimeter is lined with scattered trees that, at the time of the site visit, contained both older established trees as well as some more recent plantings. The park also features benches and picnic tables in good condition and appears to be a popular place for relaxation, reading and sunbathing.



Flood's Hill

Meadowland Park

Meadowland Park is a high-quality urban park with a diverse range of uses and amenities. The park offers facilities for active recreation as well as a riverside trail that creates pleasant, somewhat secluded natural vistas with seating and ample bicycle parking. The Park's northern boundary is completely open to the West Montrose neighborhood beyond, while it is bound to the East by the NJTransit Morris and Essex commuter rail line. Flood's Hill lies to the park's West, and to the South lies Cameron Field. The park's western boundary is defined by the Rahway River, which features some of the gentlest riverbanks throughout the Village. The park connects to Flood's Hill across Meadowbrook Lane via Jonathan's Bridge, a historic pedestrian accessway. These park spaces are well-connected with bike lanes, sidewalks, and high visibility crosswalks. Among the park's four baseball/ softball diamonds, one has been fenced off from the rest of the park and benefits from high-quality landscaping and maintenance. These conditions allow this diamond to support higher-profile competitive games. It is this field where high school softball teams host their games and practices. The park's remaining three baseball diamonds are arranged in such a way that their collective outfields form a flexible open space that can be used for field sports or lawn games. This space is another location in which the Village hosts its recreational soccer program. The diamonds themselves are used by the Village's youth recreational baseball and softball programs and are also available for rent to local youth summer camps. The park's two basketball courts are the only ones within the Village. They are both highly used – as evidenced by their full occupation upon nearly every visit – suggesting a need for others throughout the Village. The tennis courts within the park are fenced off and available by reservation. They were typically in use upon each site visit. Meadowland Park is one of four parks within the Village that provide on-site parking, arranged in a loop surrounding the park's tennis courts. Within the bounds of this park is another one of the most important recreational assets within the Village: the Baird Recreation Center.



Meadowland Park





04

Rahway River Corridor Southern Segment

Unlike the more established, activated and deliberately-landscaped parks of the Northern Segment, the parks along this segment of the Rahway River south of the Downtown District have a more natural and less rigidly defined quality about them. These spaces include sports fields, the Village's community garden, playgrounds and nature trails. Currently, many of these spaces are separated from one another by the River, though funding has been secured to construct bridges over the river similar in fashion to those of the northern segment, along with other landscaping and recreation improvements. The area also features vestiges of the Township's past such as a historic pumping station and abandoned railroad tracks that have since become overtaken by nature and local artists. Part of the old railroad track provides an informal connection across the Rahway River between Waterlands Park and Chyzowych Field. Although safety concerns make such a crossing ill-advised, the bridge's history, design and unique graffiti present a potential case for its preservation. The Township's Public Works facilities are also located in this area and act as another barrier between park amenities. The Public Works facilities are surrounded by parks on all sides on the Rahway's western riverbank. The area is prone to frequent flooding, with much of the park located in either a regulatory floodway or an AE Zone, areas with an especially high risk of experiencing major flood events. While belonging to South Orange's inventory of open space, part of Waterlands Park lies within Maplewood Township to the South.

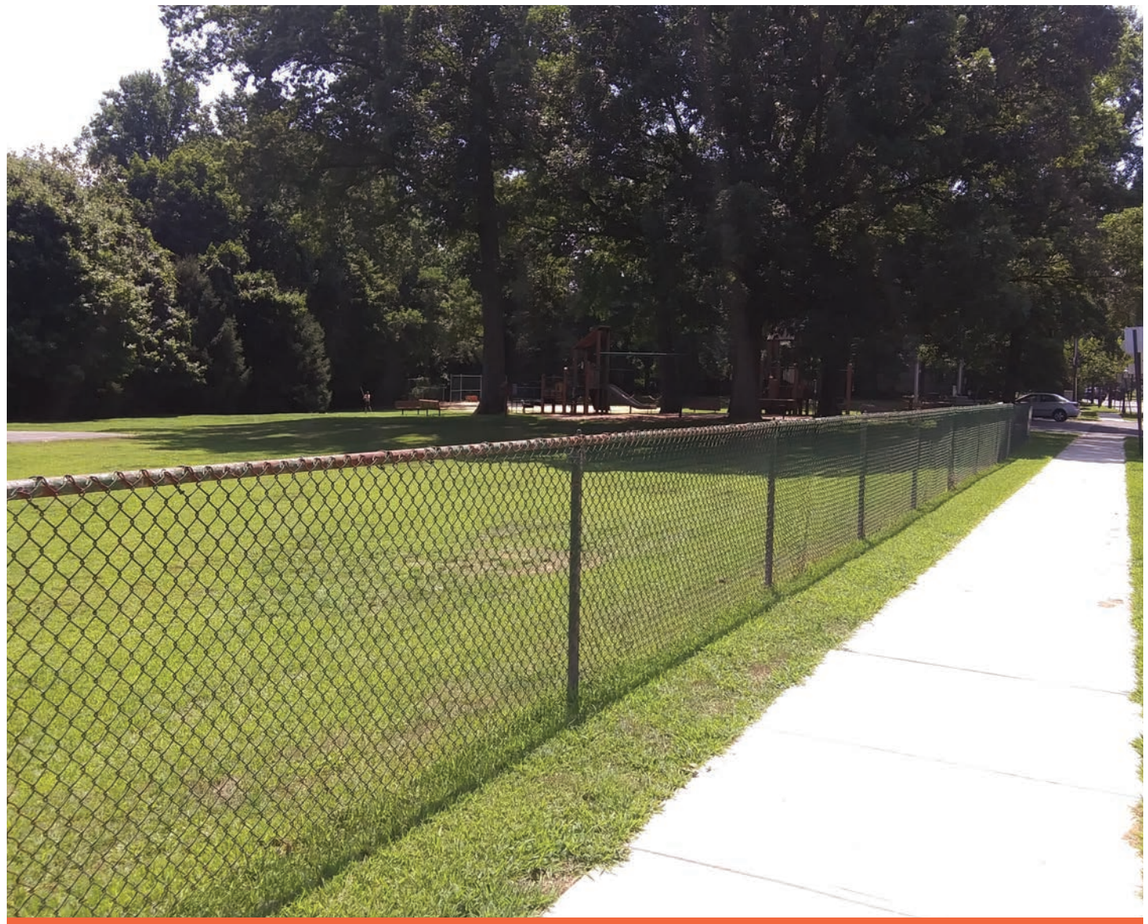
Rahway River Corridor – Southern Segment

RESOURCE	SIZE (ACRES)	LOCATION	FACILITIES
Farrell Field Park	2.2	Walton Avenue	• Two (2) tennis courts • Playground • Baseball diamond
Third Street Playground	4.71	Third Street	• Playground • Community garden
Waterland Park	10.27	Third Street	• Three (3) softball diamonds • Soccer/football field • Nature trail • Playground
Waterland Park*	1.12	Third Street	• Woodlands
Waterland Park* (Chyzowych Field)	9.82	West Parker Avenue	• Soccer field

* located within Maplewood Township

Farrell Field Park

Close yet separated from the rest of the parks in this area by the Village Public Works facility and woodlands to its East, is Farrell Field Park. The park is exclusively accessible from Walton Avenue with a small parking lot with generously bumped out, ADA crosswalks and surrounded by residential properties of the South Mountain neighborhood. The park is among the Village's more actively designed open spaces and includes two tennis courts, a softball field, a playground set and a small paved space suitable for informal games such as four-square or hopscotch.



Farrell Field Park

Third Street Playground

Third Street Playground is a smaller, mostly passive recreational space accessible by one, pedestrian-only point of entry along Third Street on the western bank of the Rahway. Nearest to the street is a set of playground equipment. As one ventures deeper into the park, the site also features the Village's sole community garden that – for a $70 registration fee – provides resident participants with a 4' x 12' garden plot in which they can grow their choice of vegetables, herbs or flowers.

The side of the park nearest the river features an elevated embankment that can serve as a walking path, providing views of the river below. As it runs past this section of parks, the River is contained within a hardscaped channel where outfalls visibly drain run-off from the slopes that extend on both sides.



Third Street Playground

Waterlands Park

On the eastern half of the Rahway River, Waterlands Park is accessible via one point of entry along Third Street. This entrance is accessible by motor vehicle or by foot and is bound on either side by the Rahway River and the Gaslight Commons apartment complex. The first feature to greet you is a small playground whose equipment appears to have been installed at different time periods and shows varying degrees of wear from usage. In addition, there is a small storage building with roof shelters overhanging cement pads. The park also features three baseball/softball diamonds whose arrangement allows for soccer and other field sports to be played in their outfield space. To the west of these fields lies a walking trail that follows the river. Following this walking trail beyond the ballfields will take you into a wooded area that offers an oasis of nature in the heart of the Village in a loop of about 3/5 of a mile.



Waterlands Park



Waterlands Park



Waterlands Park

Chyzowych Field

Though not technically within the bounds of the Village, Chyzowych field is a distinctive recreational area that makes up of what is considered Waterlands Park. The field is accessible via West Parker Avenue to the South. It has a somewhat secluded feel thanks to the trees that surround it on all sides. Despite being one of the more frequently flooded areas of the park, the field serves as one of the primary locations for organized soccer and field sports in the Village. The field has also received new tree plantings and contains some small structures with surfaces suitable for murals by local artists.



Chyzowych Field Sign



Chyzowych Field

04

Neighborhood Green Spaces

Apart from the parks that define the Rahway River corridor throughout the spine of the Village, South Orange contains several other green spaces with a diverse offering of active and passive uses and amenities. These parks lie within residential neighborhoods as well as along major commercial corridors and greatly vary in size and appearance.

QUALITY OF LIFE - INVENTORY + RESOURCE ASSESSMENT - *Neighborhood Green Spaces*

Neighborhood Green Spaces

FACILITY	SIZE (ACRES)	LOCATION	FACILITIES
Carter Playground	0.39	College Place and Irvington Avenue	• Playground • Exercise station
Grove Park	8.09	South Orange Avenue and Grove Road	• Playground • Trails
Memorial Park (Founder's Park)	2.3	Valley Street	• Playground
Newstead Neighborhood Park (Firehouse Park)	1.8	Crest Drive	• Playground
Village Square Park (Spiotta Park)	0.228	South Orange Avenue + Kroll Plaza	• Musical Play Instruments

Carter Playground

Located near the Irvington Avenue commercial corridor, Carter Playground is the sole park serving the south-easternmost neighborhoods of the Village such as Seton Village and the Village Colonials neighborhoods. It contains a set of playground equipment along with a workout station and seating. The park has an open border along College Place and is surrounded by residences, a gas station and a car wash. The two automotive uses near the park have raised concerns for pedestrian safety and are frequently cited as areas to expand this park to enhance the amenities available to this part of the Village.



Carter Playground

Grove Park

Grove Park lies within the Montrose Park Historic District and borders the South Orange Avenue commercial corridor. The park has open boundaries on all sides and is surrounded by residences. Grove Park features extensive walking trails, an open grass lawn, and a playground with a diverse offering of equipment. There is a generous amount of tree coverage as well as decorative landscaping and seating.



Grove Park



Grove Park

Memorial Park (Founders Park)

Memorial Park, more commonly known as Founders Park, is located along the Valley Street corridor and serves as a prominent space for passive recreation for the Academy Heights neighborhood. The park features ornamental gardens that, in addition to decorative flowers, feature edible plants in a unique demonstration of informal urban agriculture. The park also features ADA accessible shaded seating areas and a small playground and swing set. At the park's center is a column sculpture that lists the names of those interned there and to whom the park's name pays homage from the site's history as a cemetery.



Memorial Park (Founders Park)



Memorial Park (Founders Park)

Newstead Neighborhood Park (Firehouse Playground)

The Newstead Neighborhood Park consists of a small playground and swings adjacent to the small firehouse from which the park derives its more common name, firehouse playground. The park is one of the few open spaces that serve the western half of the Village. It is located on a cul-de-sac where Crest Drive ends, and offers on-site parking for the park, which is set back behind a simple post-rail fence with an open entrance.



Newstead Neighborhood Park (Firehouse Playground)

Village Square Park (Spiotta Park)

Village Square Park, more commonly known as Spiotta Park, is an open space located along the Village's primary commercial corridor of South Orange Avenue. Along with the rest of the streetscaping features that help define the downtown, the park offers and provides enough space to hold small scale events and programs. The park features ample seating, musical instrument fixtures for users of all ages and attractive features designed to take the appearance of natural rock, such as the park's water fountain.



Village Square Park (Spiotta Park)

Village Square Park (Spiotta Park)

QUALITY OF LIFE - INVENTORY + RESOURCE ASSESSMENT - *Neighborhood Green Spaces*



Needs Analysis + Public Participation



QUALITY OF LIFE - NEEDS ANALYSIS + PUBLIC PARTICIPATION

Quality of life issues, specifically parks and recreation, sustainability and public health, were discussed at each public outreach session conducted by the planning team. Many residents expressed their concerns over the lack of recreational facilities within certain sections of the Village or desired upgrades to the amenities that were available within them. There was a clear interest in how the Village could become more ecologically friendly to combat climate change and pollution in the air and waterways. Finally, there were concerns over threats to the Village's diversity such as struggles with affordability and policies that lack cultural sensitivity; these developments could in turn undermine the social cohesion critical to a healthy lifestyle by divorcing the most vulnerable residents from their support networks.

To further illustrate these issues, this Element considers metrics such as the New Jersey Green Acres minimum standard of 8 acres per 1000 residents to analyze access to open space for residents. This standard would require an addition 45.672 acres of recreation space in the Village. Despite the presence of reasonably accessible recreational facilities in neighboring communities such as the South Mountain Reservation and Monte Irvin Orange Park, this deficit is more pronounced for many since 73.52 of the total 86.328 acres are concentrated along the center of the Village.

In additions to concerns about the quantity of available open space, there are concerns over the quality and imbalance of available facilities throughout the Village. For example, while South Orange boasts an impressive 17 tennis courts spread throughout three (3) parks, it currently only has one basketball facility with a total of two courts and no skatepark nor dog park, each of which enjoyed popular support among outreach participants. While many fields suitable for soccer and other field sports exist, a more durable turf field seems necessary due to the many games that must be rescheduled due to wet field conditions.

Problems with managing stormwater extend beyond cancelled sporting events. Many residents expressed concern for the health of the Rahway River and what pollutants may be entering its waters through run-off from excessive impervious coverage Village-wide. Much of the river's banks remain channelized with outfalls emptying directly into the river. While much of the river enjoys new landscape buffering installations, the ability to properly maintain the vegetation and the valuable natural habitat it creates is an ongoing maintenance challenge for Village staff.

Finally, while the Village population's statistics compare favorably to those of Essex County and the State of New Jersey in nearly every aspect of public health, there are some metrics and residents that suggest that access to healthy foods, particularly fresh produce, could be improved. The South Orange Department of Health and Animal Control identifies mental health, childhood lead exposure, and obesity as the most pressing health concerns facing the Village. The Robert Wood Johnson Barnabas Health: Saint Barnabas Medical Center's most recent Community Health Needs Assessment additionally includes cardiovascular disease, cancer and respiratory illness. The interventions to these issues on the community level should include enhancements to the physical environment, such as providing opportunities and encouragement for physical activity and adequate public education around risky behaviors, treatment providers and social supports. The Township must also seek to remove stigmas around diseases, particularly mental health conditions and substance abuse issues that might act as barriers to seeking treatment.

Needs Analysis + Public Participation

METRIC	SOUTH ORANGE	ESSEX COUNTY	NEW JERSEY
Percentage of Adults Ever Diagnosed with Depression	12.89%	13.70%	13.86%
Percentage of Adults Reporting Seven or More Days of Poor Mental Health in the Past 30 Days	16.67%	19.56%	20.17%
Percentage of Adults Reporting as Obese (BMI of 30 or Greater)	28.18%	30.93%	26.32%
Percentage of Adults Reporting to Meet Physical Activity Recommendations	21.18%	19.26%	21.13%
Percentage of Adults Reporting to Eat Five of More Servings of Fruit/ Vegetables per Day	15.79%	16.93%	16.30%

QUALITY OF LIFE - NEEDS ANALYSIS + PUBLIC PARTICIPATION



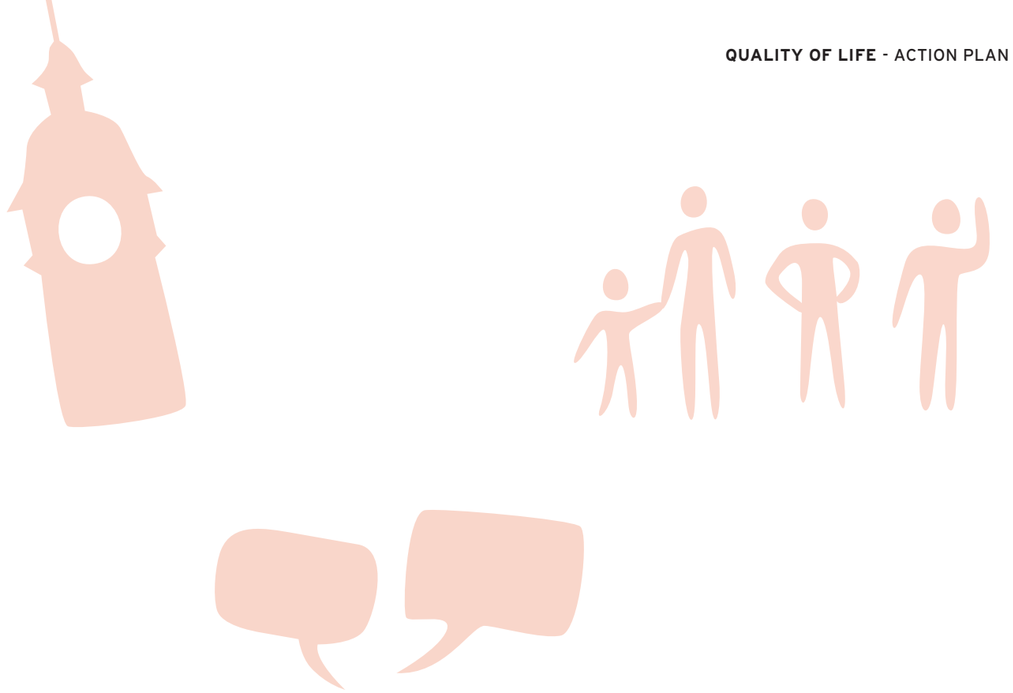
Goals + Policies

The Village prides itself in taking decisive action towards improving the quality of its residents' lives by providing for their physical, emotional, mental and social well-being. The goals of this Element and the recommendations outlined herein reflect this mission by seeking to broaden the recreational offerings available to residents of all ages, location, and level of physical ability, protect natural resources and strengthen community supports for vulnerable populations.



1. Goal 1: Reduce the Village's carbon footprint and waste to prevent and mitigate the impacts of Climate Change
2. Goal 2: Improve the Village's overall stormwater management capacity to protect local waterways from run-off pollution and flood risk mitigation
3. Goal 3: Ensure that parks connect to every neighborhood and are accessible by all users
4. Goal 4: Establish and fund strategic maintenance capital plans for recreational facilities
5. Goal 5: Achieve universal access to affordable fresh produce and healthy food options
6. Goal 6: Build social support networks among residents and a distinct civic identity
7. Goal 7: Proactively advance the Village's social equity goals.
8. Goal 8: Promote creative placemaking and help local artists thrive





01

Goal 1

Reduce the Village's carbon footprint and waste to prevent and mitigate the impacts of Climate Change

Community Feedback:

"Surprised there is not a mandate of creating sustainable buildings/spaces"

Objective 1.1: Increase the rate of recycling and reuse of waste materials

Strategies

1 Establish realistic and meaningful waste reduction targets:

The Village should measure the tonnage of waste collected at both curbside pickups and drop offs at the Public Works facility. Once enough data is collected to estimate a year's worth of waste, the Village can then set a realistic and achievable goal to reduce that overall amount. Such a reduction can be achieved through incentivizes for individuals to reduce waste, such as the recent plastic bag ban, and through construction projects by enacting stricter requirements for land use applications and construction permits.

2 Support efforts to prevent household waste:

Vital information on re-using or extending the useful life of frequently disposed materials can be disseminated through groups such as the Village's Green Team and Environmental Commission to help residents reduce the waste generated from their households. Such educational resources can also provide guidance on being a conscious consumer of products that generate extraneous waste such as plastic packaging materials. Finally, programs offering technical assistance for businesses such as the EPA Waste Wise program should be considered for their ability to help reduce waste generation on the supply side within the Village.

3 Encourage composting for homeowners and offer collection spots at strategic locations:

Removing compostable waste items such as vegetable scraps, light cardboards, and coffee grounds from landfill-bound waste can reduce the impact of waste produced by the Village and become a sustainable source of nutrition rich soil for gardening efforts and the Village's own landscaping needs. The Village Environmental Commission can continue to be an educational resource for at-home composting, while the Village can offer collection points for residents of multi-family dwellings. Efforts should be made to direct this material to where frequent supplies of composted waste can be put to beneficial reuse with minimal effort, such as the Village community garden. The Village would also be able to utilize resources such as the Rutgers Cooperative Extension to offer free classes for the community.

4 Consider the inclusion of a sustainability checklist for land use board applicants:

Property owners going before the Village's land use boards to seek major site plan approvals and/or variance relief should be encouraged to include sustainable building practices in their construction, such as the inclusion of energy efficient HVAC equipment, adherence to best practices for insulation and the inclusion of solar panels.

Objective 1.2: Improve the resiliency and efficiency of the Village energy grid

Strategies

1 Identify suitable locations for solar panel installations on undevelopable parcels, over parking lots, and/or building rooftops:

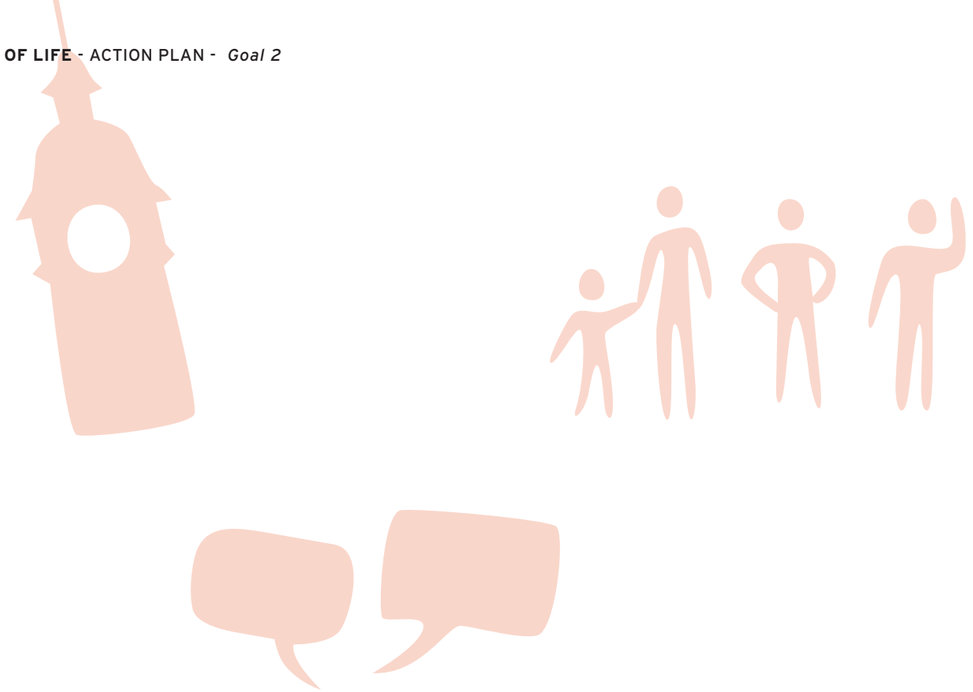
Underutilized spaces which have a low susceptibility for change such as the tops of parking decks or structurally sufficient rooftops should be investigated for their ability to support solar panel installations that can, over time, move South Orange away from dependence on non-renewable sources for its energy needs, thus reducing its overall carbon footprint.

2 Seek opportunities for undergrounding utility wires:

While expensive to do in retrofit, placing utility wires underground can increase the resiliency of the electric grid by avoiding outages due to downed trees or excessive wind. Removing above ground wiring and utility poles can also improve the aesthetic appeal of a streetscape and allow for more robust tree canopies. If done in conjunction with other construction projects where sections of right of ways are already being excavated, the costs can be mitigated substantially to the point where such a move is likely to result in long-term savings for the Village.

3 Install microgrids for critical infrastructure such as hospitals, emergency management services and community shelters:

In the event of an emergency, microgrids can be an invaluable addition to the Village's electricity grid, keeping critical facilities like medical offices, shelters and the Police and Fire Departments up and running even if the wider electricity grid experiences service disruptions.



02

Goal 2

Improve the Village's overall stormwater management capacity to protect local waterways from run-off pollution and flood risk mitigation.

Community Feedback:

"There is Poor drainage on sidewalks; causes potholes, uneven surface - hinders walkability"

"Street tees have died. Would like to see full sized shade tree canopy along South Orange Avenue.

Objective 2.1: Determine most impactful infrastructure upgrades to increase storm sewer capacity and performance

Strategies

1. **Perform a Village wide impervious coverage assessment:**

   The Village should seek to produce an inventory of impervious coverage throughout the Village that can help inform future policy and land use decisions. Such an assessment would help identify areas that may contribute to local flooding issues and establish realistic proposals for how to improve the overall stormwater management capacity of the Village.

2. **Perform a feasibility study for green and gray Infrastructure projects:**

   The Village should catalog opportunities for the installation of both gray (retention basins, sewer system upgrades, etc.) and green infrastructure (rain gardens, enhanced tree pits, green roofs, etc.). Once developed, the Environmental Commission and Village officials should prioritize the list's opportunities while considering the cost and impact of any given intervention.

3. **Increase requirements in land use policies for stormwater management through incentives and heightened standards for impervious coverage:**

   The Village should enhance requirements for impervious coverage in future land use policies and redevelopment plans to reduce the overall percentage. In the event that such reductions cannot be reasonably achieved on properties in question, allowances should be made for property owners and developers to contribute to off-site improvements derived from the list developed in the strategy outlined above. In addition to such policy measures, partnerships should be made with property and business owners to incentivize impervious coverage reduction by reducing the size of impermeable surfaces or the use of permeable paving materials or green roofs where appropriate.

Objective 2.2: Create a greener downtown landscape through the utilization of green infrastructure

Strategies

1 Identify locations for bioswales, rain gardens and downspout planters:

Green infrastructure installations, while serving an important role in the reduction of stormwater run-off, also serve as attractive placemaking features. Adding bioswales, rain gardens, and downspout planters to the downtown can make the overall landscape greener and more inviting for residents and visitors alike. These projects can either be maintained by individual property owners, SOVCA, or the Village Public Works department with minimal training.



2 Partner with property owners to install rainwater harvesting cisterns/barrels that can provide a sustainable water source for downtown planters and landscaping:

The addition of rain harvesting tools such as rain barrels/cisterns can provide a sustainable source of water for additional plantings in the downtown. Like the green infrastructure projects discussed in the strategy above, these barrels/cisterns can themselves reduce stormwater run-off and also be decorated as placemaking features.

3 Identify opportunities to replace parking stalls in municipal parking lots with pervious pavement:

As resources become available, the Village's inventory of parking facilities should be re-done with pervious materials, especially within the parking stalls themselves if the travel lanes cannot accommodate them.



Objective 2.3: Increase the Village's tree canopy coverage

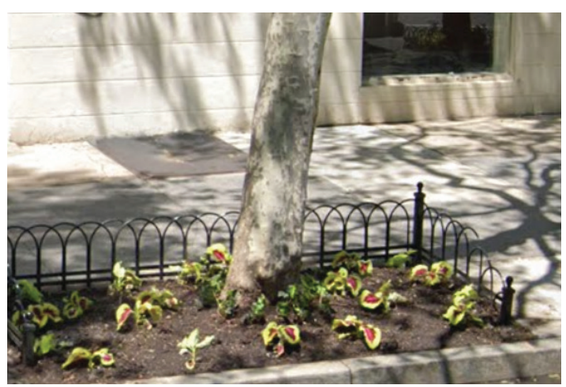
Strategies

1. **Maintain Village-wide tree inventory:**
The Village should continually maintain the inventory of tree specimens throughout the Village to ensure it reflects the current conditions. In addition, the "hero tree" designation should be expanded to grow appreciation of the Village's eldest and most stately inhabitants in the hearts of all South Orange residents.



2. **Tree species selections should be coordinated with the Village Shade Tree Committee to ensure that plantings are suitable to the habitat of the Village**

3. **In an effort to increase the amount of shade for pedestrians:**
Create a more attractive and verdant environment – the Village should consider increasing the size of downtown tree pits that would allow for healthier root growth. Healthier trees will in turn create broader canopies and improve the performance of downtown stormwater management. These improved tree canopies may also help to mitigate the "heat island" effect associated with areas that are largely covered with pavement or other impervious surfaces. Finally, providing more room to tree root systems should prevent damage to sidewalks that can create uneven walking surfaces, costly repairs, and the loss of mature trees. The Village Public Works Department should be supported in the maintenance of public trees with sufficient funding and staffing.



Objective 2.4: Buffer the Rahway River from run-off and prevent erosion of riverbanks

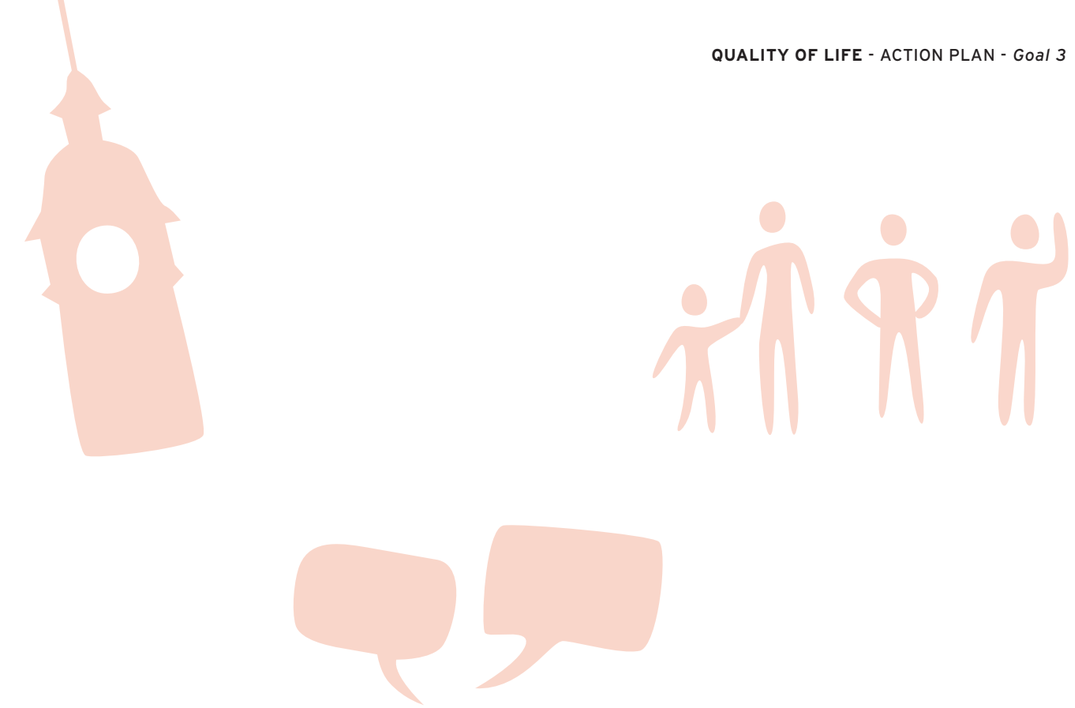
Strategies

1. **Establish a "buffer zone" on either side of the Rahway's riverbanks with native vegetation and restricted development wherever possible:**
to the Village should continue the reforestation of the Rahway River banks with native vegetation that can control erosion, intercept contaminants before they enter the waterways, mitigate flooding and provide habitat for wildlife. In addition, to the Village should limit development of non-recreational uses adjacent to the river. Finally, this plan recommends that the property located at Block 411, Lot 2 be added to the Village open space inventory and, as practical, be landscaped with native pollinators in a manner similar to the Clark Street River Area.

2. **Establish partnerships with Seton Hall University Environmental Sciences Department:**
In order to maintain the quality of Rahway River restoration projects and encourage a closer working relationship between Seton Hall University and the Village. Opportunities should be sought to make South Orange a live working classroom for environmental sciences where classes can learn about ecosystems in a real world setting and develop a practical working knowledge of how they can be enhanced in urban environments.

Recreation

The NJ Statewide Comprehensive Outdoor Recreation Plan (SCORP) sets a standard for open space at 3% of the developable land area. The National Recreation and Park Association (NRPA) sets a standard of 8.375 acres/1000 people. However, both recognize the importance of local-based approaches, as each municipality is unique and has unique circumstances. Where one municipality may greatly exceed these acreage-based standards, it may still fail to meet the needs of the community if it does not provide the right balance of active and passive recreation, address the needs of all users and make their open spaces accessible by key destinations like transit hubs, schools, employment centers and residential areas. Furthermore, proactive maintenance of such spaces is critical to the value that they offer the community. This plan seeks to increase the quantity, quality and diversity of open space to promote equity among South Orange neighborhoods.



03

Goal 3

Ensure that parks connect to every neighborhood and are accessible by all users

The Village should ensure that there is a sufficient and equitable distribution of open space available to its residents that can serve users of all ages and levels of physical ability. This Master Plan recommends that the Village provide open space within a 10-minute walking distance of every neighborhood that is ADA accessible and naturally welcoming to both residents and visitors alike.

Community Feedback:

"Carter Park needs updating badly, falling apart, no serious park"

"Public/Private partnerships that maximize land use while providing critical infrastructure"

"We need a skate park next to the school"

"the pool needs a high-dive"

"Grove park could use a bathroom!"

Objective 3.1: Seek opportunities to increase the Township's open space inventory

Strategies

1 Catalog existing brownfields into a prioritized list of potential park space based on location, reuse potential, and remediation costs:

The presence of brownfields, or contaminated properties, within the Village is a public health threat and a lost opportunity for additional tax ratables or assets like park space. Many government sources such as the NJDEP and USEPA offer funding to municipalities to remediate these sites and return them to productive use. As a first step towards reclaiming these lands, the Village should create a full inventory of their brownfields using the NJDEP "Known Contaminated Site List" as a starting point and then conduct a Village-wide canvass to confirm their findings. Such a canvass can be conducted by trained volunteers/students or contracted out to qualified environmental professionals. Once cataloged, the Village can prioritize sites according to the cost of clean-up and the anticipated potential for beneficial re-use.

2 Incorporate open spaces into all redevelopment projects:

Redevelopment presents opportunities to increase the available open space throughout the Village. Future redevelopment plans should include provisions to incorporate a set amount of open space proportional to the size and scale of the project. These can be set as requirements and/or incentives and could be satisfied on the site of the development, at off-site lots or as financial contributions for general open space improvements.

QUALITY OF LIFE - ACTION PLAN - *Goal 3*

3 Expand Carter Park:

Carter Park serves as one of the only open spaces within the southeastern portion of the Village, and as such presents the most urgent need for expansion through the acquisition of adjacent properties. 415 and 451 Irvington Avenue (Block 2110, Lot 31; and Block 2112, Lot 1, respectively) offer uniquely enhancements for the park and its users. Both sites are currently auto-oriented uses that create potential safety concerns for park users, especially young children. Adding these spaces would give Carter Park direct visibility to Irvington Avenue, further enhancing the safety of the park, while adding space that could accommodate more amenities for the neighborhood, such as a half or full-sized basketball court, exercise equipment or picnic seating. These improvements could be coupled with redevelopment projects along the corridor that might now be able to provide open space opportunities on site.

4 Examine the Public Works facilities for the best and most efficient use:

The Village's Public Works facility, while centrally located within the Village (Block 2301, Lot 1), is in a flood plain and requires the relocation of equipment and vehicles during heavy rain events. In addition, the facility is surrounded by existing parks and open space, where public exposure to potentially dangerous equipment, waste materials or chemicals represents a possible threat to public safety. This plan recommends exploring alternative sites for the facility and a potential shared-use agreement with Maplewood Township that may allow for a reduced presence at the South Orange facility. Regardless of any such departmental consolidation, this Plan recommends that the Village consolidate the existing facility to maximize the public open space in the area which will be enhanced with a new bridge and walking nature trails, and establishing distinct Lot designations for properties with recreational deed restrictions.

Objective 3.2: Develop partnerships that will avail South Orange residents of additional recreation facilities

Strategies

1. **Develop Partnerships that will avail South Orange residents of additional recreation facilities:**

   Many of schools within South Orange feature playground and other recreational amenities that could serve as neighborhood parks when school is not in session. An agreement should be sought to allow for their use as public open spaces during these times when such use would not interfere with their primary purpose of serving students.



Objective 3.3: Enhance connections to parks and recreational assets

Strategies

1. **Enhance wayfinding, pedestrian walkways and bike paths to connect parks with schools, transit hubs and residential neighborhoods:**

   In support of the recommendations put forth in the Mobility Element regarding improvements to the Village's pedestrian network, this Element recommends the integration of public art and natural enhancements where possible to create a sense of place that can offer more opportunities for cultural expression and play a role in preserving the natural environment. Such mobility enhancements and public improvements should be designed for universal accessibility for users of all ages and abilities, utilizing materials that will ensure easy maintenance, even surfaces and ADA accessibility.

2. **Improve lighting and pedestrian safety features that create connections to neighborhood parks and South Mountain Reservation:**

   This plan recommends identifying opportunities to improve the lighting in and around neighborhood parks and connection points to South Mountain Reservation to enable safer access to these facilities. Finally, the Village should coordinate with neighboring municipalities to improve connections to nearby parks such as Ivy Hill Park and Monte Irvin Orange Park, which may be the nearest recreational assets to many South Orange residents.



3. **Continue implementation of the Rahway River Corridor Plan seeking a safe connection between Cameron Field and the Third Street Playground:**

   A complete pedestrian connection between Blocks 1902 and 1903 between Church Street and the NJ Transit rail line, as well as Block 1904 Lot 13, would provide a critical link between the Village's two expansive recreational areas and vastly improve overall pedestrian connectivity Village-wide. Future development on these properties should consider this opportunity and seek to provide such a connection where appropriate in future site plans. Additionally, the area represents an opportunity to daylight a portion of the Rahway River and improve the downtown's landscape and aesthetic value.

Graphics from Atlanta beltline public site https://art.beltline.org/

Objective 3.4: Expand recreational opportunities available at existing parks system

Strategies

1. **Explore opportunities for aquatic activities such as boating, fishing, etc.:**

   The presence of the Rahway River at the core of the Village offers intriguing opportunities to encourage public appreciation for nature and unique recreational opportunities. This plan recommends that the Village seek partnerships with agencies like the NJ Division of Fish & Wildlife to offer more opportunities for activities like fishing derbies and to assist with efforts to prevent the spread of invasive species.

2. **Repeal Chapter 220 – 25 of the municipal code banning picnics in public parks and equip popular picnicking areas with enough trash receptacles:**

   This policy is antithetical to the Village's values, and this plan recommends improving opportunities for picnicking such as barbeque pits and shaded seating in its public spaces where unobtrusive to surrounding uses.

3. **Identify appropriate locations for underrepresented facilities such as basketball courts, a skate park and a dog park:**

   The Village has an imbalance of active recreational assets. For example, South Orange boasts 17 tennis courts to its one (1) lone basketball court. Additionally, uses frequently mentioned in public outreach, such as a skate park or dog park, are not present in the Village. Areas such as the southern portion of Cameron Field offer a valuable opportunity to locate one such facility, replacing the wearing tennis courts with a use that can cater to the student population of the South Orange Middle School and offer students a safe space for healthy social interactions in the heart of the Village.

Objective 3.5: Create more meaningful downtown public spaces

Community Feedback:

"There needs to be an ambitious and comprehensive re-imagining of the Sloan Street parking lot...surface parking is a blight and this space would be better devoted to a grand public square that highlights the train station and acts as a designated spot for the farmers market, craft market, musical performances, etc."

"If Times Square could do it, so can South Orange.' I'd love to see a more pedestrian-vibrant and friendly downtown with open air seating and less cars."

"Create environment that makes people get out of their car and walk – unique and comfortable atmosphere needed"

Strategies

1. **Create a list of appropriate locations, with a preference for reuse of existing surface parking lots and Village owned parcels:**

   In support of the recommendations in the Community Form and Design Element of this plan, this Element recommends considering the re-use of the Sloan Street Parking Lot as a downtown public space for events, collaboration, and social interaction. Where practical, similar re-uses should be considered Village-wide as new technologies may reduce the demand for parking.

2. **Raise additional funding for open space development through grants, and public/private partnerships:**

   This plan recommends a concerted effort to prioritize open space goals in a way that aligns them with available funding resources.

04 Goal 4

Establish and fund strategic maintenance capital plans for recreational facilities

Community Feedback:

"Play equipment and spaces in covered spaces that can be used in all-weather"

"Add a café by the park by the pool or by the duck pond, as parents just need some coffee and snacks and bathrooms to keep them hanging out in public spaces"

"We are lucky to have green spaces in the community, but they sorely need upkeep. Our fields are not in great shape and often cannot be used for days after rain etc. There is a huge opportunity to optimize our green spaces, especially our athletic fields, for community use and enjoyment"

QUALITY OF LIFE - ACTION PLAN - *Goal 4*

Objective 4.1: Improve interdepartmental coordination and capacity

Strategies

1. **Expand the capacity of the Public Works Department:**
   Many of the open space assets of the Village present maintenance issues that require both specialized expertise and intensive labor. This plan recommends that the Public Works Department procure at least one professional with a background in landscape architecture and the care of riparian environments to properly maintain the areas around the Rahway River.

2. Dedicate a DPW staff person with the sole responsibility of overseeing park maintenance and coordinating with the Recreation Department for programming schedules and facility's needs.

Objective 4.2: Upgrade park equipment and fields

Strategies

1. Develop an adequate and reliable funding mechanism for needed maintenance and upgrades, utilizing grant funding where possible

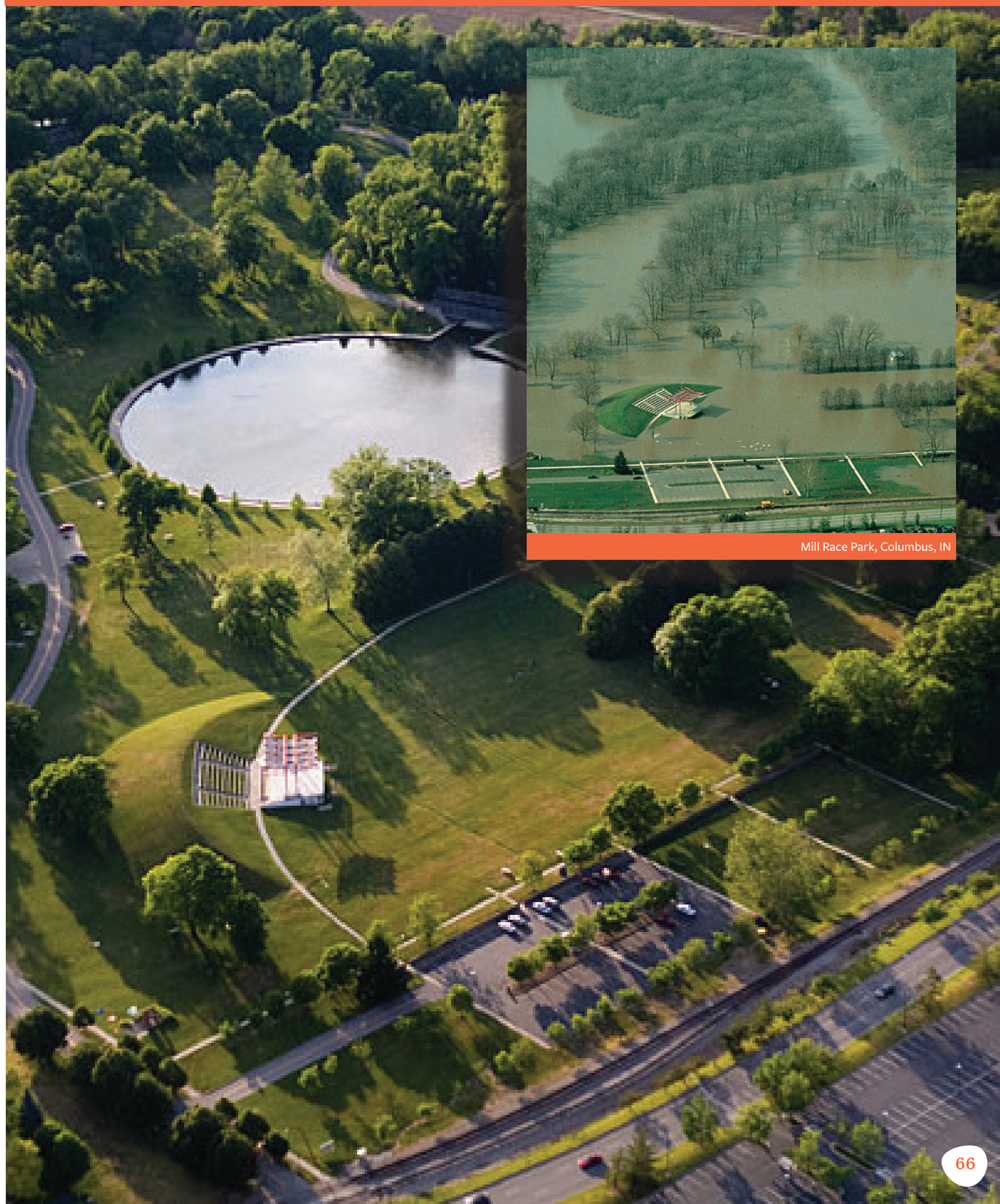
2. Investigate strategies to mitigate flooding at Chyzowych Soccer Field, Grove Park and New Waterlands park, such as water capture, diversion and storage

3. Explore the feasibility of a synthetic soccer and football field to alleviate the overuse of available grass athletic fields

4. Seek opportunities to relocate active recreation spaces outside of floodplains or design them to be floodable:

   The Village's recreational sport's leagues are frequently forced to cancel or postpone their games and practices that take place in parks near the Rahway River. In order to maintain a regular schedule of these games, the Village should seek a space outside of a flood plain to locate a field that can accommodate these games. In addition, the parks that experience frequent flooding can be designed to accommodate excess water. Such design features could include diverting water to retention basins, building with more durable materials and choosing plant species that can withstand saturated soils.

QUALITY OF LIFE - ACTION PLAN - *Goal 4*



Mill Race Park, Columbus, IN



05

Goal 5

Achieve universal access to affordable fresh produce and healthy food options

Objective 5.1: Encourage local sourcing of the food supply

Strategies

1. **Amend zoning ordinance to allow for the creation of indoor/vertical farming facilities in all non-residential districts:**

   As aquaponic and aeroponic technologies emerge as a viable commercial model and open up new opportunities for increasing the production of fresh produce, South Orange should enable their use on a large scale. Such a position could breathe new life into vacant offices, create compelling storefront displays and support a local food sourcing movement that would reduce carbon emissions from produce transportation costs.

2. **Reassess community garden fees being barrier to a percent of population:**

   In the interest of promoting usage of this resource and the wonderful community building that can take place here, the Village should consider introducing a sweat equity alternative fee that allows participants to pledge a pre-determined number of hours to maintain the entire garden in exchange for a waiver of that fee.

3. **Allow property owners in all zoning districts to create free food pantry boxes as accessory uses**

4. **Create educational programming on gardening and nutrition that visits schools and offers public workshops/ demonstrations**

5. **Make the utilization of undeveloped land for native pollinator plantings a requirement for all development projects and property owners of vacant parcels:**

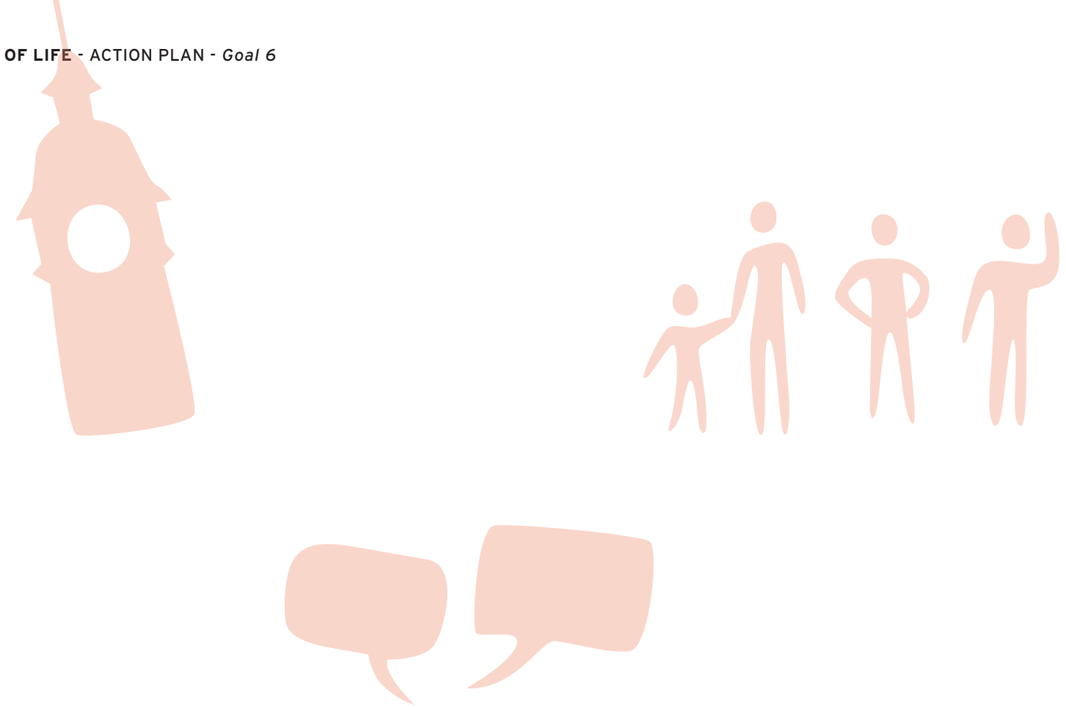
   This plan recommends that all properties awaiting redevelopment be required to host native pollinator plantings financed by the property owner. Wherever safe to do so, volunteer groups should be allowed access to all vacant or abandoned properties that could support such plantings as well.

6. **Develop or identify an existing list of farmers within a 50-mile radius:**

   This Plan recommends creating a local producers guide to be distributed to restaurants and grocers within the Village. Businesses that verify purchasing their foods from local sources should be recognized on the municipal website as part of a Green Business Recognition Program that can support the Village's Sustainable Jersey certification efforts.

QUALITY OF LIFE - ACTION PLAN - *Goal 5*





06

Goal 6

Build social support networks among residents and a distinct civic identity

When asked what their favorite thing is about the Village, many responded: their fellow residents. This plan recognizes the invaluable role that social support networks play in one's mental health and seeks to provide meaningful ways for residents to build positive, supportive relationships and create safe and welcoming spaces for vulnerable populations and all age groups.

QUALITY OF LIFE - ACTION PLAN - *Goal 6*

Objective 6.1: Strengthen Community Health Partnerships

One of the primary tenets of community health work is to "meet people where they're at", to integrate interventions that support mental health into the day-to-day lives of those they serve. This means finding ways to provide and advertise available social services at shopping centers, schools, and other frequent destinations.Ultimately, the vision is to mainstream wellness activities and make it easy for residents to access them.

Strategies

1. **Promote free YMCA memberships for 6th, 7th and 8th grade students:**
   One of the best free resources available for youth in the Village is a free membership at the local Metropolitan YMCA of the Oranges Association branches for students in the 6th, 7th and 8th grade. Such membership gives these middle school aged participants access to many resources, facilities and instructional programs during these years when forming healthy habits is a critical task.

2. **Provide community health screenings at popular Village events and on select school days to allow parents to participate while picking up their children.**

Objective 6.2: Create opportunities for intergenerational programming and community building

Strategies

1. **Utilize the public library for additional intergenerational programming, such as instructional classes, life skills training and music and art performances:**

   South Orange can build on its impressive support network for seniors, such as the SOMA Two Towns For All Ages initiative by considering opportunities for intergenerational programming and spaces for natural interaction. Opportunities for youths to improve their soft skills in advance of job interviews or teach lessons for seniors could be significant resources for both populations.

2. **Enhance the SOMA on the Move program with wayfinding signage along the Village Art Trail and South Orange Historic Walking Tour, as well as adding strategically located shaded seating:**

   The SOMA On the Move initiative has developed thoughtful and interesting walking paths to encourage active living. This resource could be further enhanced through promotion and the addition of amenities that would increase usage within the community.

Objective 6.3: Improve the Village's resiliency to major epidemics

Strategies

1. **Commission a volunteer public health check-in team to contact seniors, residents with disabilities, and low income residents without personal transportation that can mobilize to deliver supplies or medications and serve as a clearinghouse of information for delivery services.**

2. **Establish a remote working infrastructure for public meetings and Village operations:**

   The Village should consider options for maintaining public functions, meetings and operations in the event of prolonged periods of social distancing. All legal avenues for hosting governing body meetings remotely and protocols should be in place to allow Village staff to conduct routine maintenance and constituent services.



3. **Maintain public sanitation facilities that can be deployed to high traffic areas to encourage healthy behaviors:**

   Permanent and temporary facilities, such as hand-washing stations or disinfectant wipe dispensers can be installed to help residents maintain the cleanliness of public spaces and can be accompanied by educational materials on proactive disease containment.

4. **Encourage more equitable access to internet services:**

   In recognition of the necessity of internet connectivity to maintain contact with both employers and social supports during disruptive epidemic episodes, measures should be in place to ensure that internet access is available to residents unable to afford connectivity on their own. In addition to sharing information on financial assistance available through internet service providers, resources such as the Library could be utilized to loan portable internet hotspots for those who need it. Public areas such as parks and downtown spaces could also be outfitted to provide public Wi-Fi access.

Objective 6.4: Promote resources, program and services that address socioeconomic and other determinants of health

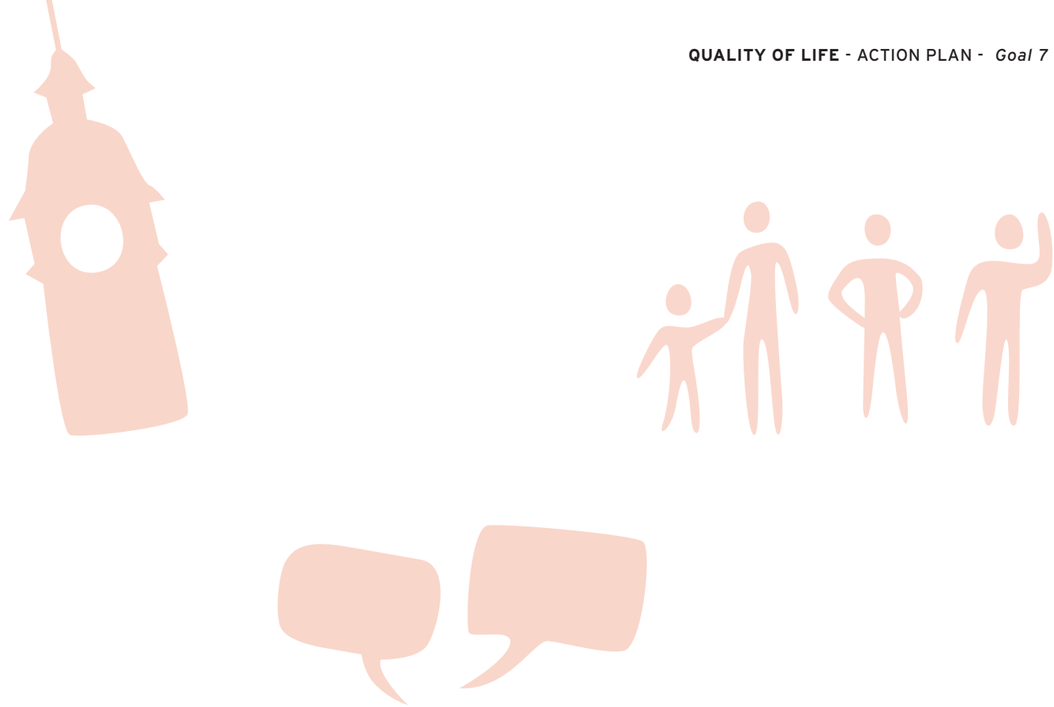
Strategies

1. **Identify entity or person to take responsibility for routine updating, maintenance, and distribution of a comprehensive resource directory:**

   South Orange offers a truly robust offering of resources and services for its residents that address a wide range of issues and populations. Taken together with available resources offered through the State, Essex County, and community non-profits and professionals, it can be very difficult for residents to learn what supports may be available to them. The creation of a one-stop collection of these resources in one place on the municipal website and community hubs like the public library could greatly expand awareness of these programs and the number of residents that are able to utilize them.

2. **Inform community groups and leaders about directory and encourage distribution via email, social media, web, etc.:**

   Once a directory of services exists as a reliable clearinghouse of resources and programs, the Village should ensure that there is an effective mechanism in place to distribute to community groups and local media outlets that are most likely to reach South Orange residents.



07 Goal 7

Proactively advance the Village's social equity goals.

Objective 7.1: Establish the Village as a regional destination for marginalized populations

Strategies

1. **Create an LGBTQ resource center and social club:**
South Orange occupies a special place in history as the home of the first civil union in the State of New Jersey and maintains a welcoming atmosphere to this day. It can offer the entire region a resource by creating a formal space for the LGBTQ community to socialize and access resources in ways that may not be available across the State or County.

2. **Promote supportive and educational services offered by the Community Coalition on Race (CCR):**
The CCR offers programs that embody the essence of the Village's heart and soul. These programs include community engagement that encourages understanding across racial and cultural barriers, as well as financial assistance programs geared towards promoting racial integration in residential neighborhoods. This unique suite of programs should be promoted and supported wherever possible through direct financial or in-kind contributions in recognition that the social fabric of a community is as important to its success as its built environment.

3. **Support civic boards and organizations that promote equity and fairness, such as the Community Police Collaborative (CPC):**
The CPC serves as the Village's official advisory board that advises the Township of South Orange Village Board of Trustees regarding its oversight of the Village Police Department.

4. **Promote outreach events and projects from local youth-run organizations like the MAPSO Youth Coalition as well as senior citizen groups like South Orange Seniors and SOMA Two Towns for All Ages:**
MAPSO Youth Coalition is a group of high school students and graduates that organizes for racial justice, education, and action. Their group aims to embed anti-racism in MAPSO, Essex County, and NJ at large. South Orange Seniors and SOMA Two Towns for All Ages work to engage seniors in decision-making in our community and to support aging in place.

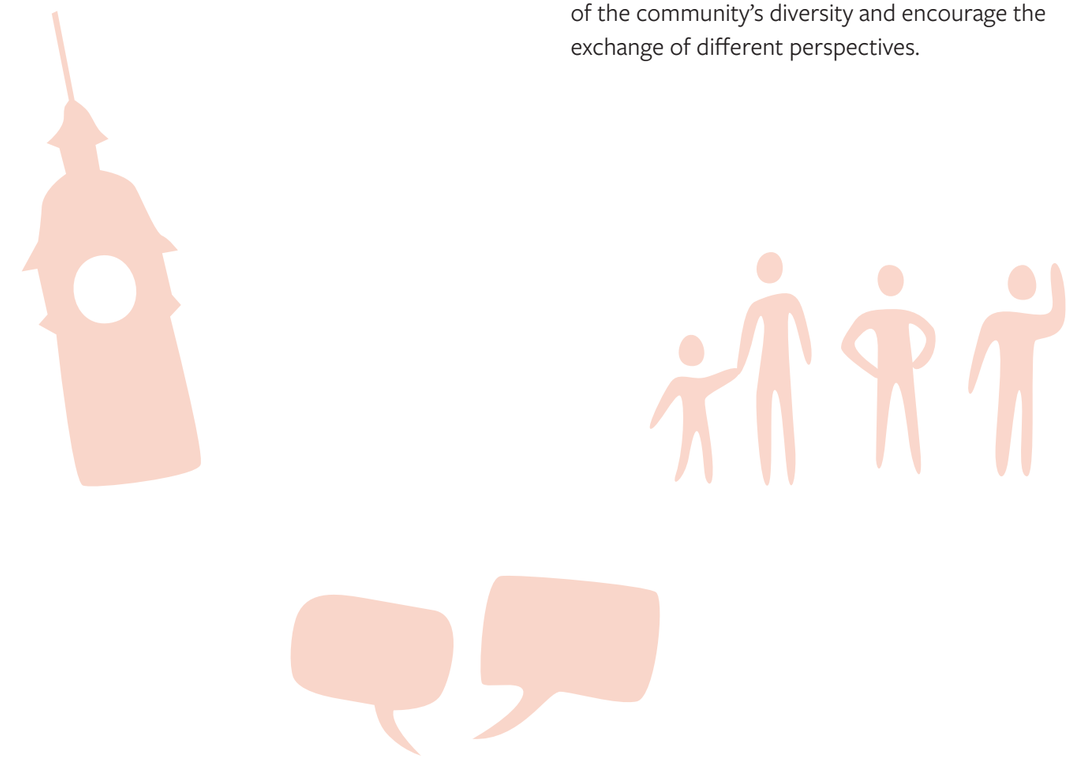
5. **Promote outreach and facilitate civic participation and community inclusion for people with disabilities:**
Community Inclusion goes beyond simply living in a community. Our community members including JESPY House seek participation in being a voice at the table. This comes with inclusion and becoming contributing members of our community, while being valued for their abilities and uniqueness in more meaningful engagement in the areas of housing, employment, wellness, education, religion and spirituality, public areas and local government.

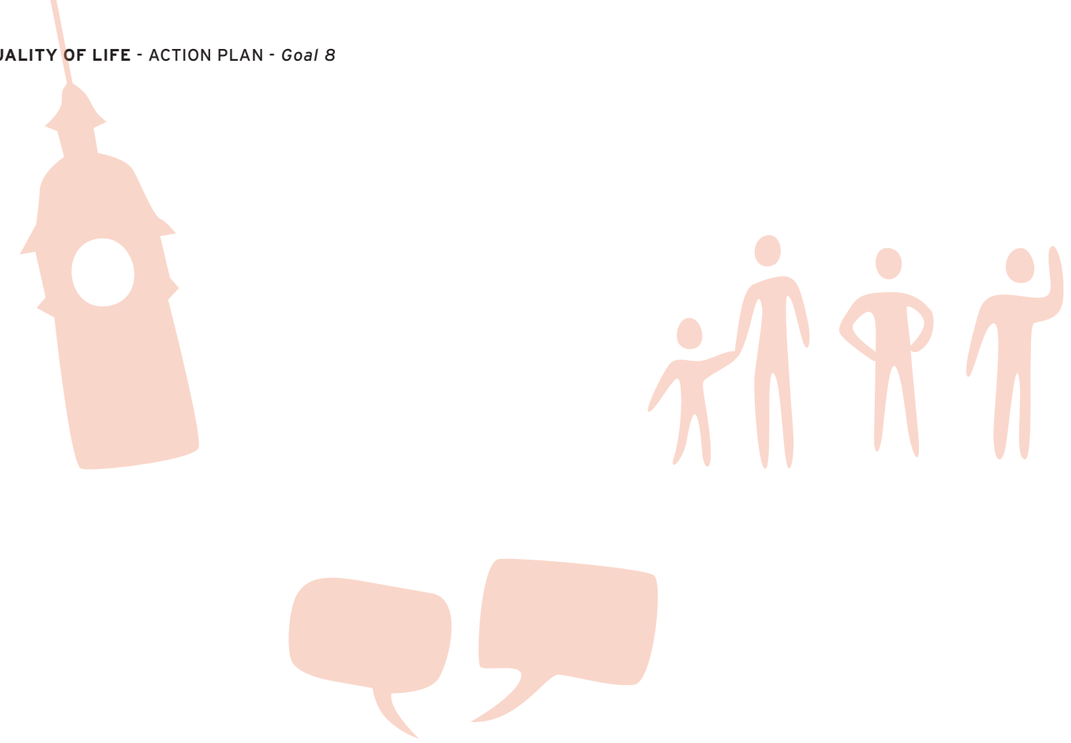
Objective 7.2: Use data to ensure that the Village is meeting its goals of fairness and equality

Strategies

1. **Foster a culture of data-driven decision making across all departments to better match Village resources with the needs of our community.**

2. **Create diversity on Village commissions and advisory groups:**
The Village should assess the degree of inclusivity and representation of the membership of their municipal boards and commissions in order to adequately represent the full breadth of the community's diversity and encourage the exchange of different perspectives.





08

Goal 8

Promote creative placemaking and help local artists thrive

QUALITY OF LIFE - ACTION PLAN - *Goal 8*

Objective 8.1: Cultivate and celebrate the arts as a fundamental part of Village life

The Village boasts a dedicated art gallery, concerts in its parks and downtown and several very impressive public art installations. Several notable artists have called South Orange home, many of whom contributed to the Village's character in some manner. This plan encourages the promotion of arts programming that is inclusive of all the cultures and histories of those who call the Village home. Public art, such as murals or sculptures, can also be incorporated into new redevelopment projects and existing exposed exterior walls in prominent locations.

Strategies

1. **Support the operation of the Pierro Gallery:**

   The Pierro Gallery represents a critical investment into local arts and should be supported and maintained to continue programming that offers a diversity of visual and multimedia art forms. Such installations can both expose residents to arts from around the world and showcase local talent.

2. **Seek opportunities to showcase videos, digital art and other graphic art forms:**

   The Village should pursue opportunities to utilize building facades as additional outlets for the visual arts. Such facades can also support community programming such as outdoor film screenings for families.

3. **Establish a center for artists to work and collaborate with other artists.**

4. **Pursue the creation of an Arts Plan:**

   The Village should seek support to commission an Arts Plan to expand the presence of the arts in the community, seek opportunities for creative placemaking, and ensure the preservation of existing art installations according to best practices in the industry. The plan should also make recommendations for the resources needed to implement such measures such as funding allocations or dedicated staffing for arts programming.

Appendix A - Master Plan Volunteer Training Manual



South Orange

Master Plan

VOLUNTEER TRAINING MANUAL



WHAT IS A MASTER PLAN?

OFFICIALLY:

"a proposal for development of the municipality"

"guides the use of land throughout the municipality in order to protect the public health and safety and to promote general welfare"

"a blueprint that depicts current land uses, and guides decisions for both growth and conservation"

For fun late-night reading: Check out Chapter 8 of the 2017 *New Jersey Zoning and Land Use Administration Guide*



By law, the CONTENTS of a Master Plan must include:

- Statement of objectives, principles, assumptions and standards upon which the proposals for the physical, economic and social development as set forth in the master plan are based
- Land Use Element
- A Housing Element
- Relationship with Other Plans

By law, the PROCESS for a Master Plan only includes:

Phase 1. Preparation + Approval
Phase 2. Establishment of a Hearing Date
Phase 3. Notice
Phase 4. Public Inspection
Phase 5. Public Hearing
Phase 6. Voting
Phase 7. Notice of Adoption

HOWEVER, an EXCELLENT Master Plan is community-led, evidence-based, comprehensive, clear, specific, and future-focused. We will be expanding the first phase—Preparation + Approval, significantly to get the most community involvement…ever!

The Village has consistently expressed and demonstrated a commitment to civic engagement. The dozens of existing municipal departments and civic organizations involved have helped create opportunities for the community to be truly responsive, adaptive and exciting. Through these groups and organizations, we can tap into almost every stakeholder group within the Village in a way that helps residents feel comfortable with speaking as an expert on their community. It is our goal to exemplify all the amazing qualities of South Orange not only in the final product, but throughout the entire process.

In order to do this, we will need leaders like YOU!!



WHY ARE WE HERE?

The Village will be going above and beyond the regulatory requirements for outreach AND EXPAND on the minimum content required in the Municipal Land Use Law. To do this, we will need a sizable group of ambassadors and a hard-working volunteer Steering Committee to deliver an exceptional product within the next twelve (12) months. Overall, the Master Plan will include the following content:

- Statement of Objectives (Community Vision)
- Land Use Element
- Civic Life Element
- Community Form + Design Element*
- Mobility Element*
- Historic Preservation Element*
- Recreation + Open Space Element
- Health + Sustainability Element
- Other Reports (if desired)

*subcontractor other than Topology





While we want to underscore the significance of this document in the areas listed above to all South Orange residents, we also want to be clear about what the Master Plan is NOT. While the plan will provide guidance on future land use decisions based on the expressed goals and desires of South Orange Village residents, a Master Plan does not designate any redevelopment areas throughout the Village or enact any other zoning changes. In addition, the Master Plan will not make any recommendations for specific businesses or developers beyond recommendations for general types of businesses that residents want to see. Master Plans do not establish or change laws, nor do they contain an operating budget for the municipality.

This Master Plan process will help guide decision-making so that it stays true to the community's vision.

WHAT'S MY ROLE?

Members of the Steering Committee and Community Ambassadors are chosen to represent the broadest spectrum of views and expertise possible within the Village. They include designees of every neighborhood as well as representatives of different Village departments that touch all aspects of the lives of South Orange residents. Each is trusted to be a friendly, curious and honest caretaker of the community's voice to ensure it is embodied within the final Master Plan document.

Ambassadors

- Holding community meetings to solicit feedback
- Leading effective and engaging conversations
- Providing accurate and complete summaries to Steering Committee
- Assisting with publicizing outreach events
- Helping community members understand the Master Plan process

Steering Committee Role

- Reaching out to specific stakeholder groups
- Summarizing collected input into a set of vision and goal statements
- Presenting the final vision back to the community for quality assurance
- Serving as liaisons between administration, professionals and the community



HOW ARE WE GOING TO DO THIS?

1. A team consisting of the Village President, trusted community members and members of the Village administration have assembled and developed a strategy for outreach and plan development. This team makes up the Management Committee who will be overseeing the training of all the volunteers involved in the *Visioning Phase.*
2. Community Ambassadors advertise online surveys and public forums, as well as hold conversations among their specified stakeholder groups to understand the opportunities, weaknesses, and objectives for the community from a planning and development perspective.
3. Steering Committee members use feedback from the Community Ambassador's work during the Visioning Phase to develop a set of goals and objectives for the community at large that will be used to guide the public outreach and strategy for the remaining Master Plan elements: Land Use, Civic Engagement, Community Form + Design, Mobility, Historic Preservation, Recreation + Open Space, and Health + Sustainability.
4. Outreach for the Master Plan Elements will be led by Topology (the Village Planners), and other consultants hired by the Village. They will support the Community Ambassadors and Steering Committee.
5. Draft plans will be reviewed by a Technical Review Committee that includes Topology and the Village Administration. Drafts are informed from community input and continually vetted and revised by the public in the Drafting Phase.
6. Vetted draft documents are sent to Planning Board for a final round of public hearings and official adoption in the Finalizing Phase (this is the regulatory phase).

ORGANIZING

- Management Committee

VISIONING

- Master Plan Ambassadors
- Village Department Heads
- Interagency Groups

DRAFTING

- Technical Review Committee

FINALIZING



WHEN ARE WE GOING TO DO THIS?

1. Organizing Phase (May – August 2018)
2. Visioning Phase (September 2018 – April 2019)
3. Drafting Phase (May – October 2019)
4. Finalizing Phase (October – December 2019)



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BEST PRACTICES



HOW TO EFFECTIVELY LEAD A ROOM

— Make sure participants are well-informed on the meeting's intent and purpose.

— Distribute a sign-in sheet to record meeting attendance, establish a mailing list and offer opportunities for further involvement as a volunteer.

— Let people know that only their feedback is being recorded—not who is saying what. This will make them more comfortable with being honest and open.

— Allow for time to let all participants introduce themselves.

— Have someone take notes of conversations on attached template. This can be done electronically or on hard copy.

— Pay attention if one person is owning the conversation or if some people haven't spoken. Make sure to maintain control of the flow of conversation and encourage participation from everyone involved by calling on people by name and suggesting that everyone gets a chance to talk.

— Understand that some topics will be controversial or may not have one solution. Be comfortable with the complexity of what you're doing. You do not have to achieve consensus, you just need to ensure everyone who wants to be heard, is heard.

— Try to stay as neutral as possible on all topics so that attendees don't feel like they're being led or managed on a topic. You're welcome to participate in the public outreach process as an individual, but not as a steering committee member or community ambassador. You have a very important job of creating an environment where those you're meeting with are able and comfortable to share their thoughts.

— Emphasize that there are no wrong answers and respond positively to anyone's suggestion.

— Pay attention to time! It's better to have several meetings, than one that goes on forever and fatigues your audience. Try to keep things moving as best you can. Most audiences start losing focus after two hours. Make this a "hard stop" for your meeting beyond which any further conversation should be reserved for a future meeting or via email.

— Acknowledge the contributions of all participants during and after the meeting. Make your gratitude clear.

— Don't feel compelled to have an answer for everything; it's perfectly okay to say you're not sure, get the person's contact info, and follow up with them later after speaking with the Steering Committee and/or Topology.

— Conclude with a summary of ideas/topics discussed and preliminary plan of action. Announce or schedule the next meeting, if applicable/possible.

— Have fun! While this is a lot of responsibility, this is the best possible way to develop a community's vision and you're playing an important role! You have a leadership role in a document that will guide South Orange for (potentially) decades. Seize your opportunity to help your community!



FEEDBACK RECORDING TIPS

Have someone other than the discussion leader available to record feedback.

- Keep the notes simple. Use the template provided.
- If ideas come up more than once, make a note of the number of times it comes up. No need to write the same thing over and over.
- Try to pay attention to who says what, so you can say, "A business owner is concerned about the permitting process." You should not write down individual's names to provide a feeling of anonymity.

Focus on constituent attitudes.

- Explore how residents and other key stakeholder think about a problem. Understanding their feelings will allow you to identify issues central to quality of life within the Village beyond asking questions about a specific idea or proposal might.

Solicit quality examples.

- Ask residents to recall specific instances in which they faced a particularly difficult situation or when something worked particularly well. Testimony from someone with real, lived experience with an issue produces valuable insight on how to address problem areas. Proposed interventions and ideas within the Master Plan should emulate the successes of those already working on the ground.

Avoid imposing judgement

- While it's impossible to avoid holding personal beliefs on matters being discussed, make sure to never let them prevent you from accurately and completely recording the views expressed at meetings, even those you disagree with. You were chosen for your abilities to be an impartial and faithful conduit of the community's input.

(See attached templates for recording in the Engagement Toolkit)

OUTREACH TYPES

1. Small Group Discussion - This model is best for small groups of people who know each other well and have similar interests. They're best done over refreshments and flow more like a conversation. There aren't as many materials needed beyond a list of questions to get the conversation started. A good notetaker is key for these types of meetings.

2. Poster Session - This is more of an open format process that is best for larger groups who may not know each other very well or be comfortable having a conversation. This meeting should start out with a small orientation and then break up into smaller stations. Topology will provide the posters and materials for these meetings.

3. Survey - This type of outreach is best for complicated, alternative vetting. They can be easily distributed. Surveys are a great way to collect responses from larger groups in a short amount of time that can be easily analyzed.



LOGISTICS

In addition to leading the outreach discussion, there are some logistical items to keep in mind in order to be successful. While you may choose to do so, please note that no Master Plan volunteers are expected to provide food for their respective conversation groups or purchase any materials. Should you need any materials, reach out to Celina Herrero at masterplanevents@southorange.org. She will assist you with all meeting coordination.

Location

- Make sure to check the space out at least two weeks in advance to coordinate/plan how you'd like to organize the space.
- The space should be centrally located and accessible to all residents.
- The room should be a comfortable atmosphere: temperature, lighting, noise, etc.
- Ensure you have a contact for the facility in case any issues arise.

Date/Time

- Plan for no more than two (2) hours.
- Make sure the time is convenient for as many people as possible (ex: if your group largely commutes from the City, hold the meeting after 6pm).
- Choose a day of the week when people are more likely to be free (Wednesday evening as opposed to a Friday night).
- Avoid scheduling in conflict with any other public meeting or event, such as a Board of Trustees meeting.

Resources

- Ensure you have a note taker.
- Ensure you have a translator, if necessary.
- Gather materials the night before.
- Provide activity opportunities for kids in case someone doesn't have childcare.

PUBLICIZING MEETINGS

1. Utilize existing forums, popular spots and networks to get the word out.
2. Begin outreach no less than three (3) weeks before the meeting.
3. Don't rely on just one method: use email, social media, flyering, etc.
4. Keep the message simple.
5. Be excited!
6. Always provide contact information.
7. Provide bi-lingual information.
8. Send out reminders one week before the meeting and the day before.

Sample Invitation

Greetings _____,

You are cordially invited to participate in one of the most exciting opportunities in years to shape the future of our community. As a trusted community member with expertise in _____, you are being asked to provide your insights to help create the new South Orange Master Plan. The Township of South Orange Village is committed to making this regulatory document community driven. I am hosting a meeting to ensure that dedicated residents and stakeholders help craft the priorities through guided discussion. As such, I would like to invite to you to a discussion on _____ on (time/date, location). Please let us know if you will be able to attend.

Sincerely,

POTENTIAL PROBLEMS + SOLUTIONS

One-person taking over the conversation:

- Thank them for all their great insight.
- Let them know you want to make sure others get a chance to talk.
- Immediately ask a question of another attendee.

Things getting political or off-topic:

- Give people a chance to share their thoughts at least once. People need to be heard.
- If they keep repeating themselves, kindly let them know that the subject is not a focus of this particular conversation, however, their feedback is important, and they should follow up with Annie at Topology at masterplan@southorange.org.

A question you don't know the answer to:

- Simply say you do not know the answer.
- Make sure you get the person's contact information and question.
- Let them know that someone from Topology will be reaching out to them.

An uncooperative, disruptive person:

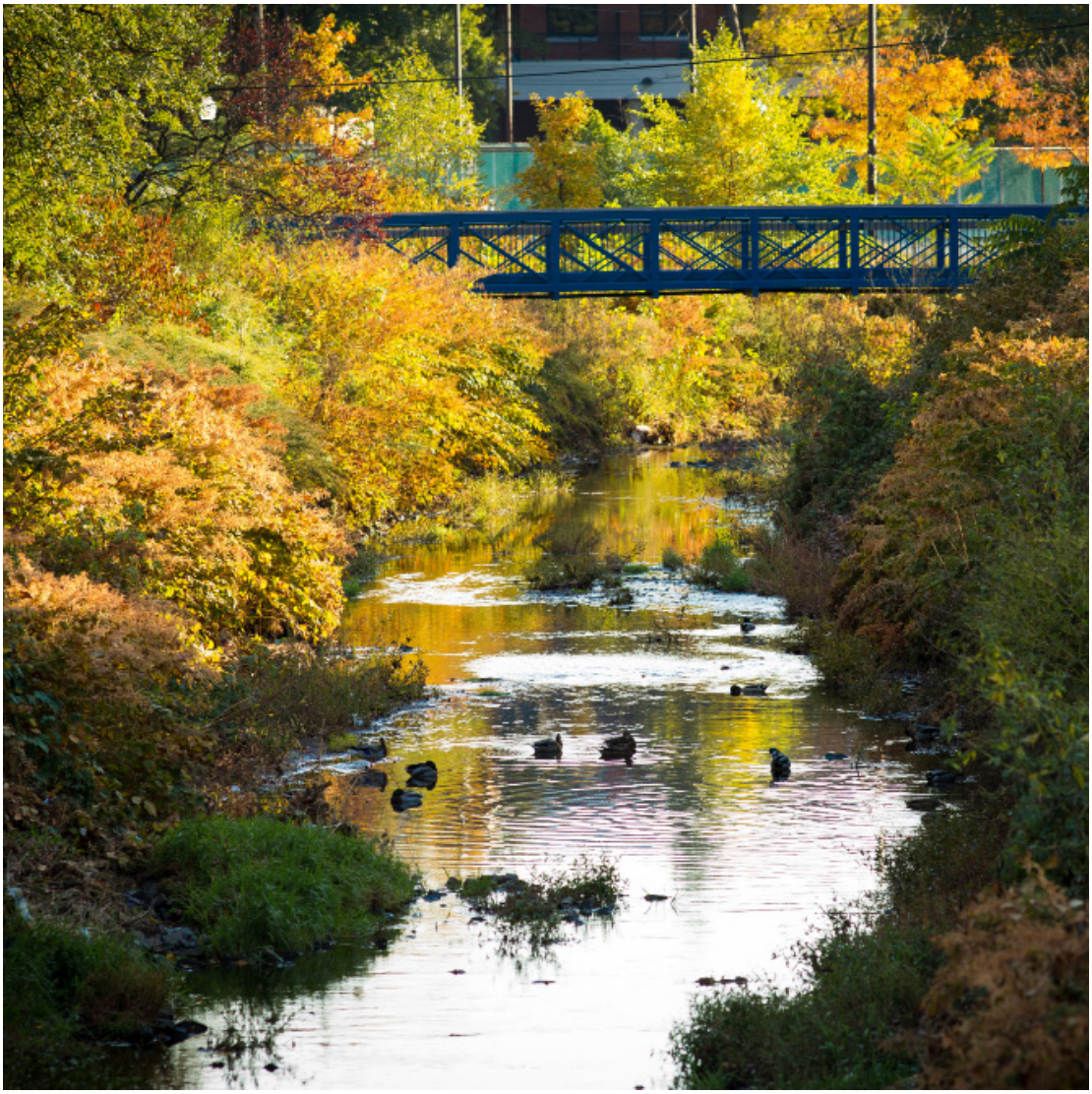
- Remind them that it's important that everyone who took time out of their day to participate can do so, quickly and efficiently.
- If this doesn't work, ask them to leave.

The never-ending issue/meeting:

- Some groups focus on some issues more than others. If you have to, schedule another meeting and if that isn't convenient, provide everyone with the email masterplan@southorange.org and have them share additional thoughts there.

A lot of no-shows:

- That's okay! Some of the best conversations happen between a few people who can really dive into an issue. Any amount of participation is welcome and a great contribution to this effort!



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ENGAGEMENT TOOL KIT



MEETING CHECK SHEET

1-2 Months Prior to Meeting	
Begin outreach for meeting	
Secure a translator, if needed	
Visit venue to confirm space, access, etc.	
Finalize outreach method	
Plan how you will organize venue layout for meeting	
2 Weeks Prior to Meeting	
Designate meeting facilitator and note taker	
Send out meeting reminder	
1-2 Days Prior	
Gather all needed materials	
Gather refreshments, if applicable	
Review Toolkit/Best Practices	
Send out meeting reminder	
Meeting Follow Up	
Distribute minutes of meeting discussion for group feedback	
Thank all attendees	
Schedule next meeting, if applicable	
Refer questions you can't address: masterplan@southorange.org	
Send notes to Celina Herrero: masterplanevents@southorange.org	

RULES OF ENGAGEMENT

Have Fun!

- This is a complex, time-consuming process. Everyone is here to volunteer time from their very busy lives. This is your community and you should enjoy working together to craft its future! Keep a sense of humor and a collaborative mindset.

Show Respect

- Allow all participants to voice their views and ideas without interruption.
- Respect people's time. Be prompt arriving at the meeting's scheduled start time.
- Never insult, belittle, or unfairly marginalize others or their views. It's OK to disagree, respectfully and openly, without being disagreeable.

Stay Present

- Listen attentively to others and avoid distractions.
- Avoid side conversations and attending to non-meeting business.
- Turn cell phones on silent or vibrate.

Keep an Open Mind

- Value insights from ideas different from your own and listen.
- You can respect another point of view without agreeing.
- Seek first to understand, then to be understood.

Commit to Meeting Goals

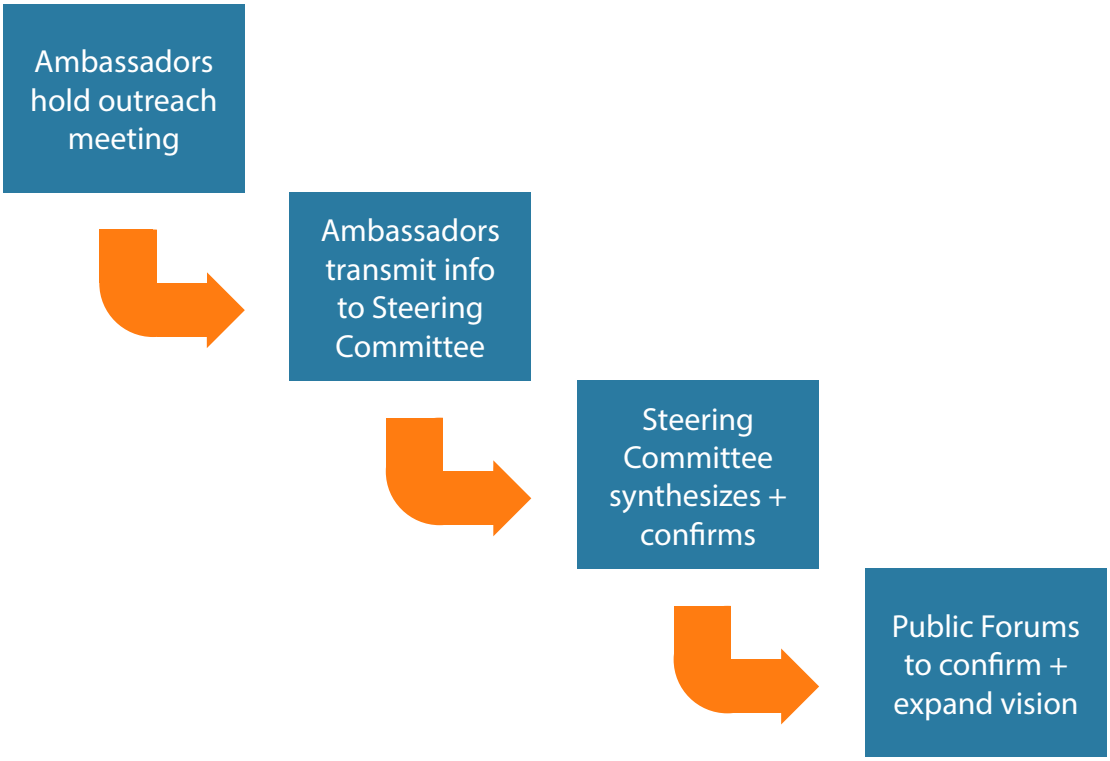
- If you state a problem or disagree with an idea, try to offer a solution.
- Don't waste meeting time by discussing fully resolved topics.
- Blame and judgement will get the group further from a solution.

Fully Participate

- Share all relevant information to help the group make the most informed decisions possible.
- Ask genuine questions to fully understand relevant topics and other's points of view.
- Jointly design next steps that allow for meaningful follow-up of topics discussed at the meeting.

PROCESS SUMMARY

Master Plan Ambassadors are charged with capturing the views, concerns, and dreams of the residents of South Orange Village. Volunteers need to be excited and ready to engage as many people as possible in the interest of having the most well-informed Master Plan possible. Members of the Steering Committee must then be the conduit of this collected information, identifying common themes to produce recommendations. Ultimately, Master Plan Ambassadors and Steering Committee members establish the vision, goals, and objectives which will serve as the foundation for all the Master Plan's recommendations. The Ambassadors role will continue to evolve throughout the planning process, ensuring the final product is true to the original vision laid forth by the residents of South Orange.



DISCUSSION SCRIPT

The following questions are here as tools to help guide your conversation. Administer these questions to your discussion group following the instructions that accompany each question in red. Be sure to collect all handouts and notes at the conclusion of each conversation.

OPEN GROUP DISCUSSION (30 minutes)

These questions and discussions are a good way to get a conversation started. They're focused on positively thinking about the community in terms of its challenges and opportunities. They're geared to get people to think more critically about the how and why of a problem and will be a good transition into more complicated and specific questions, later.

Why did you move to South Orange? Why do you stay in South Orange?

Take notes on responses, make note of where they're moving from, if specified.

The purpose of this question in to begin the session on a positive note and talk about all the aspects of the community that the attendees already love.

What other places in New Jersey do you visit? What do you do while you're there? What do these places have that South Orange needs?

Lead discussion, take notes on responses, make notes of specific places or topics.

This is good way to start understanding where there may be some challenges or weaknesses in South Orange without taking a negative approach. It requires people to think critically about what they use and need rather than focusing on the things the community might not have—but that no one may be interested in in the first place.

Is anyone looking to move in the next five years? If so, why? To where?

Take notes on responses, make notes of specific places.

This is an important way to see if and how the needs of the community are being met. Again, it's a more productive and critical-thinking focused question that will highlight challenges with purpose.

Most would say that South Orange is a beautiful community with many great buildings, street and parks. However, like all places, there are areas of challenge including some of our commercial areas. How would you characterize the current design or look of our commercial corridors? Why? What would you change?

Take notes on responses, make notes of specific places.

The responses to this question will be important to lead the more specific "Community Form Element" of the Master Plan developer in early 2019. It will help us begin to understand what the community likes and hopefully what they'd like to see more of in future development.

INTERACTIVE BOARDS (20 minutes, plus 10-minute break)

This activity is important for two reasons: it gives participants a chance to move around and mingle, AND it will help draw in the more visually-inclined participants who may not have been as engaged in the discussion. Your role will be to stand near the boards, address any questions, and ensure that you and your notetaker pay attention to the conversations and notes being made for any repeated issues, trends, etc. You will be less involved in this part of the outreach. This will allow more introverted people a chance to write their comments without engagement and provide visual reference for others.

BOARD 1:

Traffic and circulation are areas of concern given our three major business districts are all County corridors. Where in town do you consider traffic and circulation to be the worst?

Use map to identify areas of concern, keep notes on any discussion. Have individuals write on Post-its their concerns and try to record any they don't write down.

Do we have a parking or accessibility problem? When and where are you experiencing problems?

Use Maps 3 through 5 to specify issues by time of day; keep notes on any discussion.

Attendees can either use post its or push pins to take note of issues.

HANDOUTS (35 minutes)

These handouts are useful for complicated information that need critical thinking and would be too difficult or ineffective to address as a group. They also provide us with a way to quantify and prioritize the needs of the community throughout the process and across a diverse set of people. You should be able to help them through the questions, but you are not expected to be an expert on any topic. Just do the best you can.

Rank the following challenges from one being the most concerning; ten being the least concerning. Please provide any notes on your decision-making.

Share Handout 1, be available to help answer questions, give them 10 minutes for this exercise.

1. Sustainability, green-living and environmental-friendliness
2. Not enough parking
3. Too much traffic (roads are at or above capacity with current design)
4. Not enough places to shop/eat/drink/have fun that interest me
5. Community design, preservation and aesthetics (historic preservation, high quality designed/built new construction, strong regulations, to maintain and support attractive street experience)
6. Access to and availability of affordable homes to rent or buy (this relates to average home cost as well as monthly rent that people at all incomes can afford)
7. Not enough or diverse offerings in housing (not enough apartments, starter homes, senior housing, special needs housing, etc. to meet all the community member's needs)
8. Overcrowded schools (public schools are nearing or exceeding capacity)
9. Unsafe or limited pedestrian/bicycle or handicap accessible streets (missing crosswalks, bike lanes, handicap ramps, bike racks, signage, etc.)
10. Lack of recreational opportunities or facilities (not enough parks, natural areas, playgrounds, fields, etc.)

What type of development do you feel South Orange needs more of? Rank from most, to least needed, with one being most needed. Please provide any notes on your decision-making.

Share handout 2, be available to help answer questions, give them 5 minutes for this exercise.

1. Commercial/Office Development (retail, restaurants, galleries, cultural institutions)
2. Residential Development (single-family, condos, townhouses)
3. Industrial/ Light Manufacturing Development (Warehousing, more intense artist space, non-obnoxious manufacturing)
4. Mixed Use Development (Commercial + Residential) (Third and Valley)
5. Conservation and Preservation (focus on creating and conserving existing open space and preserving existing building stock)

While all types of housing are important for a strong, diverse community, there may be some missing or underrepresented. What type of housing does South Orange need to pursue/preserve the most in the future? Rank your top three, one being the most important and three being the least important.

Share Handout 3, be available to help answer questions, give them 5 minutes for this exercise.

1. Affordable (Beyond State Requirements)

   (housing that is capped in terms of pricing to make it more attainable for all residents—this is in addition to state required affordable housing units; units would range between $1,000 to $1,500 for a 1 BR; home purchases would range between $250,000 and $500,000)
2. Market Rate

   (housing without rental restrictions that meet the needs and expectations of those in the middle of the market; units in this price point would range between $1,500 to $2,800 for a one bedroom; home purchases would range between $500,000 and $1 million on average)
3. Luxury

   (housing with more expensive finishes and amenities that are priced above average market rates; units in this price point would range between $2,800 to $3,300 for a one bedroom; home purchases would be over $1 million on average)

4. Geared towards first-time home buyers

   (more moderately sized, small family, starter homes)

5. Geared towards special needs

   (housing built to suit the needs of those with physical or mental handicaps that require certain design accommodations)

6. Geared towards students

   (housing with smaller bedroom or shared-bedrooms and larger shared common, living spaces)

7. Senior housing

   (housing designed and accessible for those looking to downsize or retire)

Pretend you're reviewing an application for a new development project. You must make certain tradeoffs. What's the most important to you in consideration of this development? Pick your top three and explain why.

Share handout 4, be available to help answer questions, give them 10 minutes for this exercise)

1. Revenue the development will generate to our tax base (to alleviate the local tax burden or reinvest in public improvements)
2. The inclusion of affordable housing beyond what is required by the state
3. The size/height of the building
4. How many units or square footage
5. How many school-aged children will come from the building
6. Getting a desirable retail tenant on the first floor
7. Aesthetic appeal of the project
8. Green features and energy efficiency
9. Cleaning up environmentally contaminated land
10. Creating new open or public spaces
11. Making accessibility and design improvements to sidewalks and streets

If you believe we have a parking problem, what would you do differently? Rank one to four, with one being the most preferred solution and four being the least desirable.

Share Handout 5, be available to help answer questions, give them 5 minutes for this exercise.

1. Have the municipality build a structured parking garage using revenues from taxes
2. Allowing additional units or square footage to a private project and having the developer build the public parking
3. Allow parking in residential zones closer to areas of business
4. Invest less in parking and invest more in accessibility (bike lanes, wider sidewalks, smart technology to advise of available parking, off hour jitney service, signage to encourage walkability)

60 Union St #1N, Newark, NJ 07105

TOPO
LOGY

AGENDA

What	Time	Notes/Agreements/Outcomes
Welcome	5m	
Introductions	15m	
Open Group Discussion	30m	
Interactive Boards	30m	
Survey Handouts	35m	
Next Steps	5m	

OPEN GROUP DISCUSSION QUESTION #1

OPEN GROUP DISCUSSION QUESTION #2

OPEN GROUP DISCUSSION QUESTION #3

OPEN GROUP DISCUSSION QUESTION #4


TRAFFIC + CIRCULATION
West Orange
Orange
East Orange
Maplewood
Newark
South Mountain Reservation
N. Ridgewood Rd
Mountain Station
N. Wyoming Ave
Cameron Park
Scotland Rd
Centre St
S. Orange Ave
South Orange
S. Orange Ave
S. Ridgewood Rd
Waterlands Park
Valley St
Irvington Ave
Seton Hall University
Columbia High School
NORTH
0
0.25
0.5
1
Miles
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

TRAFFIC + CIRCULATION BOARD NOTES


WALKING +ACCESSIBILITY
WEEKDAY MORNINGS
S. Orange Ave
Scotland Rd
Taylor Pl
South Orange
1st St
S. Orange Ave
3rd St
Valley St
Irvington Ave
1 Taylor Place Lot
2 Library Lot
3 Firehouse Lot
4 Village Hall Lot
5 South Orange Avenue Lot
6 Riverside Lot
7 Sloan Street Lot
8 Third St Garage
9 NJ Transit Lot
NORTH
0
330
660
1,320
Feet
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


WALKING +ACCESSIBILITY
WEEKDAY BUSINESS HOURS
S. Orange Ave
Scotland Rd
Taylor Pl
South Orange
1st St
S. Orange Ave
3rd St
Valley St
Irvington Ave
1 Taylor Place Lot
2 Library Lot
3 Firehouse Lot
4 Village Hall Lot
5 South Orange Avenue Lot
6 Riverside Lot
7 Sloan Street Lot
8 Third St Garage
9 NJ Transit Lot
NORTH
0 330 660 1,320 Feet
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


WALKING +ACCESSIBILITY
WEEKDAY EVENINGS
S. Orange Ave
Scotland Rd
Taylor Pl
South Orange
1st St
S. Orange Ave
3rd St
Valley St
Irvington Ave
1 Taylor Place Lot
2 Library Lot
3 Firehouse Lot
4 Village Hall Lot
5 South Orange Avenue Lot
6 Riverside Lot
7 Sloan Street Lot
8 Third St Garage
9 NJ Transit Lot
NORTH
0
330
660
1,320
Feet
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


WALKING +ACCESSIBILITY
WEEKEND
S. Orange Ave
Scotland Rd
Taylor Pl
South Orange
1st St
S. Orange Ave
3rd St
Valley St
Irvington Ave
1 Taylor Place Lot
2 Library Lot
3 Firehouse Lot
4 Village Hall Lot
5 South Orange Avenue Lot
6 Riverside Lot
7 Sloan Street Lot
8 Third St Garage
9 NJ Transit Lot
NORTH
0
330
660
1,320
Feet
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

ACCESSIBILITY + PARKING BOARD NOTES

Accessibility + Parking Weekday Mornings: _____

_____

_____

_____

Accessibility + Parking Weekday Business Hours: _____

_____

_____

_____

Accessibility + Parking Weekday Evenings: _____

_____

_____

_____

Accessibility + Parking Weekends: _____

_____

_____

_____

_____

HANDOUT 1

Rank the following challenges from one being the most concerning; ten being the least concerning. Please provide any notes on your decision-making.

___ Sustainability, green-living and environmental-friendliness

___ Not enough parking

___ Too much traffic

___ Not enough places to shop/eat/drink/have fun that interest me

___ Community design, preservation, and aesthetics

___ Access to and availability of affordable homes to rent or buy

___ Not enough or diverse offerings in housing

___ Overcrowded schools

___ Unsafe or limited pedestrian/bicycle or handicap accessible streets

___ Lack of recreational opportunities or facilities

Other: _____

_____

_____

_____

_____

PLEASE SUBMIT YOUR HANDOUTS AND WRITE ANY OTHER QUESTIONS, COMMENTS, CONCERNS ON NOTECARDS. THESE WILL BE REVIEWED BY OUR PLANNERS AND ADDRESSED AT SUBSEQUENT OUTREACH SESSIONS.

HANDOUT 2

What type of development do you feel that South Orange needs more of? Rank from most, to least need, with one being most needed. Please provide any notes on your decision-making.

___ Commercial/Office Development

___ Residential Development

___ Industrial/Light Manufacturing Development

___ Mixed Use Development (Commercial + Residential)

___ Conservation and Preservation

Other: _____

_____

_____

_____

_____

_____

_____

_____

PLEASE SUBMIT YOUR HANDOUTS AND WRITE ANY OTHER QUESTIONS, COMMENTS, CONCERNS ON NOTECARDS. THESE WILL BE REVIEWED BY OUR PLANNERS AND ADDRESSED AT SUBSEQUENT OUTREACH SESSIONS.

HANDOUT 3

What type of housing does South Orange need to pursue/preserve the most? Rank top three, one being the most important and three being the least important. Please provide any notes on your decision making.

___ Affordable (Beyond State Requirements)

___ Market Rate

___ Luxury

___ Geared towards first-time home buyers

___ Geared towards special needs

___ Geared towards students

___ Senior housing

Other: _____

_____

_____

_____

_____

PLEASE SUBMIT YOUR HANDOUTS AND WRITE ANY OTHER QUESTIONS, COMMENTS, CONCERNS ON NOTECARDS. THESE WILL BE REVIEWED BY OUR PLANNERS AND ADDRESSED AT SUBSEQUENT OUTREACH SESSIONS.

HANDOUT 4

Pretend you're reviewing an application for a new development project. You must make certain tradeoffs. What's the most important to you in consideration of this development? Pick your top three and explain why.

___ Revenue the development will generate to our tax base (to alleviate the local tax burden or reinvest in public improvements)

___ The inclusion of affordable housing beyond what is required by the State

___ The size/height of the building

___ How many units or square footage

___ How many school-aged children will come from the building

___ Getting a desirable retail tenant on the first floor

___ Aesthetic appeal of the project

___ Green features and energy efficiency

___ Cleaning up environmentally contaminated land

___ Creating new open or public spaces

___ Making accessibility and design improvements to sidewalks and streets

Please explain: _____

_____

_____

_____

PLEASE SUBMIT YOUR HANDOUTS AND WRITE ANY OTHER QUESTIONS, COMMENTS, CONCERNS ON NOTECARDS. THESE WILL BE REVIEWED BY OUR PLANNERS AND ADDRESSED AT SUBSEQUENT OUTREACH SESSIONS.

HANDOUT 5

If you believe we have a parking problem, what would you do differently? Rank one to four, with one being the most preferred solution. Please provide any notes on your decision making.

___ Have the municipality build a structured parking garage using revenues from taxes

___ Allowing additional units or square footage to a private project and having the developer build the public parking

___ Allow parking in residential zones closer to areas of business

___ Invest less in parking and invest more in accessibility (bike lanes, wider sidewalks, smart technology to advise of available parking, off hour jitney service, signage to encourage walking)

Other : _____

_____

_____

_____

_____

_____

PLEASE SUBMIT YOUR HANDOUTS AND WRITE ANY OTHER QUESTIONS, COMMENTS, CONCERNS ON NOTECARDS. THESE WILL BE REVIEWED BY OUR PLANNERS AND ADDRESSED AT SUBSEQUENT OUTREACH SESSIONS.

Appendix B - Analysis of Transportation Networks, Travel Patterns, and Mobility Improvements



1. Introduction

The mobility element of the Township of South Orange Village Master Plan addresses existing conditions, emerging issues, and the recommendations needed to support and improve all transportation modes, including local roads, county roads, public transportation, and pedestrian and bicycle facilities. The mobility element encourages South Orange's transportation facilities to be maintained and improved to promote a balanced transportation system that will accommodate all users, including those who are transit dependent and those with disabilities.

The Village of South Orange Township is developing the first comprehensive Master Plan in 40 years. The ultimate objective is to create a long-term plan based on community engagement that will guide private and public investment in a way that promotes safe multimodal transportation options, strengthens the local economy, protects and preserves cherished assets, and reflects a progressive and open culture. The Master's Plan Mobility Element should support the objectives of the South Orange Master Plan including redevelopment, economic resilience, mobility, housing, open space, and preservation. In support of the development of the Mobility Element of the South Orange Master Plan, the following objectives have been identified:

a. Develop a comprehensive understanding of the most pressing concerns for South Orange Stakeholders as they relate to their ability to commute within and outside the Village.
b. Create a comprehensive long-term vision of how South Orange should accommodate the mobility needs of all stakeholders across all ages and levels of physical ability.
c. Create street design standards and parameters for new development that will inform transportation policies and regulations, and capital improvement plans.

The first step is to achieve a comprehensive understanding of the existing transportation network within and connecting to/from South Orange is a thorough assessment of baseline conditions. An inventory and analysis of the transportation and mobility network was performed throughout the Village, particularly the main arterial routes. The existing conditions assessment includes the following tasks:

- Roadway Data + Transportation Facilities Inventory
- Traffic Data
- Crash Data
- Travel Patterns,
- High-Performance Streets Analysis
- Wayfinding System Review

The following memorandum documents the results of the existing conditions assessment .

2. Roadway Data + Transportation Facilities

Roadway Inventory

An existing conditions inventory was performed to identify design elements and roadway features along major arterials and critical corridors within the Village. Corridors inventoried are shown in Table X

below, and the complete inventory is provided in table format in Exhibit X. The inventory of elements will be used to develop alternative cross sections that fit within public right-of-way and are appropriate for the context of the surrounding land uses. In this way, typical cross sections can be modified along sections of corridors to achieve a desired need including traffic calming, congestion relief, pedestrian mobility, and placemaking. The following roadway and roadside features were inventoried:

- Total pavement width
- Lane configuration and widths
- Presence and width of shoulder
- Presence and width of median
- Presence, width, and condition of sidewalk
- Presence, width, and type of on-street parking
- Inventory of bicycle and pedestrian facilities
- Posted Speed Limit
- Manual signal timing observations

Roadway Inventory Locations

Route	From	To
South Orange Avenue	Glenview Road	Holland Road
Valley Street / Scotland Road	Hixon Place	Randolph Place
Ridgewood Road	Audley Street	Walnut Court
Wyoming Avenue	Lennox Avenue	Brookwood Road
Irvington Avenue	Essex Avenue	South Orange Avenue
Prospect Street	Sherman Place	South Orange Avenue
Centre Street	South Orange Avenue	Stirling Avenue

Bicycle and Pedestrian Facilities Inventory

There are no on-street bicycle facilities in South Orange. Per the South Orange Bicycle and Pedestrian Circulation Plan (2005), a north-south shared use trail was recommended to be provided that would serve as the "spine" for a Village-wide bicycle and pedestrian network, running parallel to the Rahway River from the Maplewood to West Orange municipal borders. Today, the shared use path runs between South Orange Avenue and Meadowbrook Place, and disperses into several trails through local parks including Meadowland Park and Floods Hill.

Overall, most of South Orange's major arterials contain sidewalks. A sidewalk inventory of major streets in South Orange is shown below, identifying segments of streets that do not have sidewalks:

South Orange Avenue

- Between Glenview Road and Crest Drive (Eastbound side)

N/S Ridgewood Road

- Walnut Court and Melrose Place (Northbound side)
- Small triangular grass island at the end of Beach Spring Road (Southbound side)
- Between Beach Spring Road & Tillou Road (Southbound side)
- Between Lenox Avenue & Cedar Lane (Southbound side)

Wyoming Avenue

- Luddington Road and Overhill Road (Southbound side)

The following streets that were part of the roadway inventory did not contain missing sidewalks:

Vose Avenue

Scotland Road

Irvington Avenue

Prospect Street

Valley Street

Ward Place

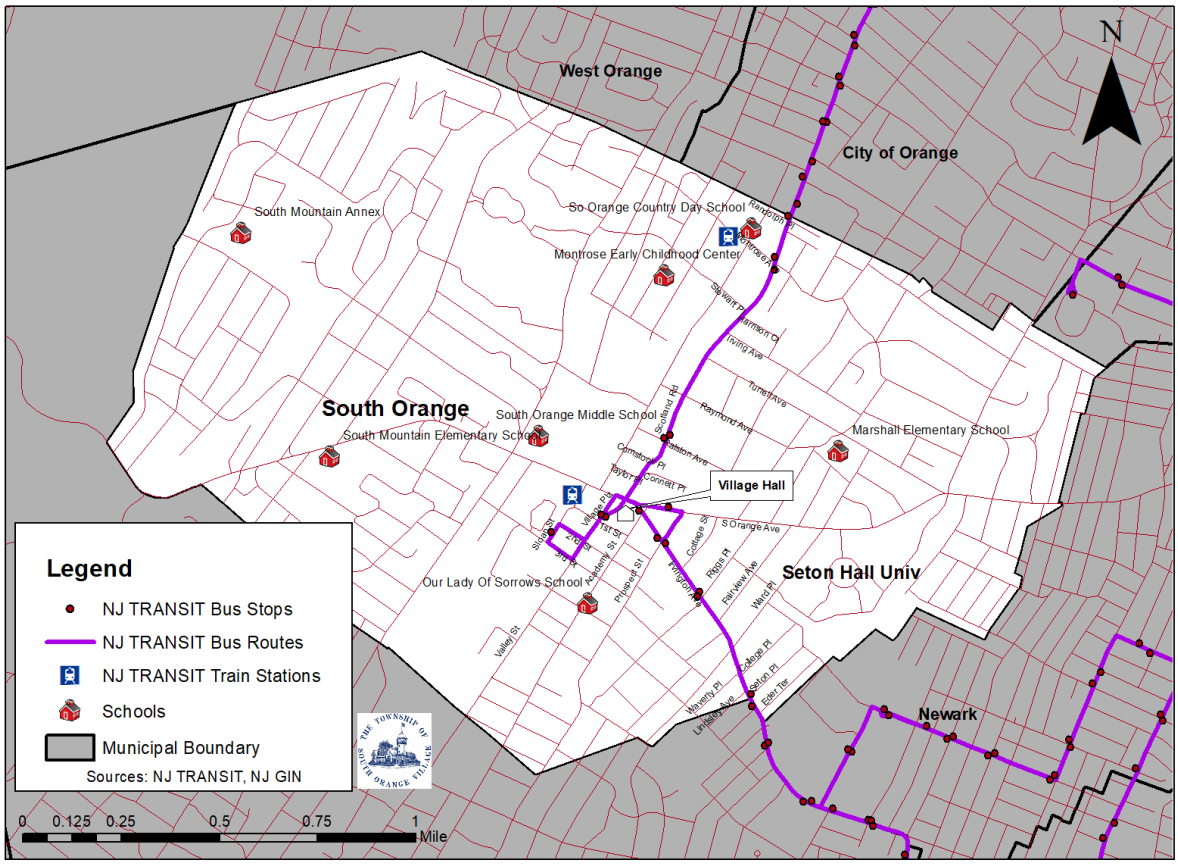
NJ TRANSIT Rail

Two NJ TRANSIT rail stations are located in South Orange, both along the Morris & Essex Line. The South Orange Station, located along Sloan Street south of South Orange Avenue, serves downtown South Orange. Mountain Station, located approximately 0.75 miles north of South Orange Station, offers less frequent service, and is located in a residential setting. According to NJ TRANSIT, in FY 2018, the South Orange Station averaged 4,078 weekday boardings and the Mountain Station averaged 343 boardings. With the exception of major route termini Hoboken Terminal and New York Penn Station, South Orange Station experienced the most demand along the Morris & Essex Line.

NJ TRANSIT Bus Routes

There are two NJ TRANSIT bus routes serving the South Orange: NJT Route 92 (South Orange – Branch Brook Park Newark Light Rail Station) serving South Orange, Orange, East Orange, Bloomfield, Belleville, and Newark and NJT Route 107 (South Orange Rail Station – Port Authority Bus Terminal, New York City) serving South Orange, Maplewood, Irvington, Newark, Union City, and New York City. Two NJ TRANSIT bus stops provide shelters; one at the Valley Street and 1st Street stop, and one at Irvington Avenue and Academy Street in front of Village Hall. Other bus stops throughout South Orange do not provide shelters for passengers. Table X lists the bus stop locations within the Village.

Figure X: Bus Routes and Bus Stops in South Orange



Additional Transit Services

In addition to NJ TRANSIT bus routes, four jitney lines provide intra-Village transit to and from the South Orange Station. Jitneys run on non-holiday weekdays from approximately 5:30 AM – 9 AM and 5:30 PM to 9 PM, with late night service running through approximately 11:30 PM. Additionally, a Seton Hall University student shuttle bus serves the University and several key points throughout South Orange. Jitney and shuttle schedules are provided in Exhibit X.

3. Traffic Volume Data

As South Orange is a regional transit hub with a roadway infrastructure that is heavily utilized by commuters from the surrounding communities, the Village's transportation network will play a vital role in realizing the vision and achieving the goals of the Master Plan. To understand current traffic operations within the Village and establish a baseline condition to forecast and assess impacts to future conditions, traffic volume data was collected and obtained from several sources including manual counts and observations, automatic traffic recorder volume counts, and counts performed as part of the NJDOT

Transportation Management System Program. A summary of data and observations collected is provided in Table X below.

Location	Traffic Observations	TMC	ATR Count	NJDOT Count	Signal Timings
South Orange Avenue and Valley Street / Scotland Road	X	X			X
South Orange Avenue and Vose Avenue	X			X	X
South Orange Avenue and Sloan Street (Train Station)	X				X
South Orange Avenue and SOPAC Way	X				X
3rd Street and Sloan Street	X				N/A
Valley Street between South Orange Avenue and Stop N Shop	X		X		N/A
Valley Street between 4th Street and 3rd Street	X			X	N/A
Irvington Street south of Fairview Avenue	X		X		N/A
South Orange Avenue and Prospect Street	X				X
Walton Road between Audley Street and Lenox Avenue				X	N/A
Academy Street between Kenneth Terrace and 5th Street				X	N/A

Automatic Traffic Recorder Counts

Automatic Traffic Recorders (ATR) were utilized to collect traffic volumes for a one-week period in 15-minute intervals at Valley Road, south of South Orange Avenue and Irvington Street, south of Fairview Avenue. As with the TMC, ATR locations were selected to obtain detailed traffic volume data at critical locations where transportation and mobility guidance will require the most attention. With this data, hourly peak periods and directional travel trends can be identified throughout a typical work week and weekend and Annual Average Daily Traffic can be calculated based on day-of-week, seasonal, and regional factors. Bi-directional volume was collected from September 19, 2019 through September 30, 2019.

NJDOT Traffic Monitoring System Program

NJDOT maintains a statewide traffic monitoring program consisting of continuous and short-term elements, conducted in accordance with the FHWA Traffic Monitoring Guide (TMG) and the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Traffic Data Programs. This count database contains over 6,000 traffic count locations along state, county, and municipal roadways throughout New Jersey. According to the NJDOT TMS Database, 4 locations within the municipal limits of South Orange have since 2012. A summary of NJDOT traffic counts are shown in Table X below and detailed data from each NJDOT count is provided in Exhibit X.

Location	**Year**	**Type**	**AADT**
South Orange Avenue between Vose Street and Village Plaza	2018	48-hr volume	14,275
	2016	48-hr volume	15,365
Valley Street between 4th Street and 3rd Street	2012	48-hr volume	15,803
Walton Road between Audley Street and Lenox Avenue	2017	7-day volume	5,844
	2013	48-hr volume	6,009
Academy Street between Kenneth Terrace and 5th Street	2018	48-hr volume	1,737

Turning Movement Counts

A manual Turning Movement Count (TMC) was performed at the five-legged intersection of South Orange Avenue, Irvington Avenue, Scotland Road, and Valley Street on Tuesday, September 24, 2019 (a typical, clear weekday with school in session). This intersection is the crossroads and center of Downtown South Orange and experiences a high demand for both vehicles and pedestrians. As this location is critical to the operation and mobility of the downtown corridor, it is important to have detailed traffic volume data for the development of feasible, impactful, and implementable mobility improvements. For this effort, passenger vehicle, heavy vehicle (trucks + buses), bicycle, and pedestrian volume data was collected from 7:30 AM – 9:30 AM and 4:00 PM – 7:00 PM. Table X below summarizes the maximum hourly demand observed for motor vehicles, bicycles, and pedestrians for the AM and PM peak periods. Detailed results of the TMC are provided in Exhibit X.

		Vehicle	Peds	Bikes
AM	**Peak Hour**	8:15 – 9:15 AM	7:45 – 8:45 AM	7:30 – 8:30 AM
	Peak Hour Volume	3,254	234	5
PM	**Peak Hour**	5:15 – 6:15 PM	6:00 – 7:00 PM	6:00 – 7:00 PM
	Peak Hour Volume	3,417	268	6

*The peak hours were determined from the ATR data

Traffic Observations

While traffic volume, transit, and crash data and the inventory of roadway elements give engineers and planners insight into the operations of the Village's transportation network, they do not paint a complete picture. Field observations to view and understand traffic operations and road user behavior are critical in identifying traffic safety and operational deficiencies and opportunities for improvements. Traffic operations were observed on Tuesday, October 22, 2019 during the AM and PM peak periods at the locations noted in Table X. A summary of noteworthy findings is provided below.

<u>South Orange Avenue, Irvington Avenue, and Valley Street/Scotland Road</u>

- Vehicles turning left were turning as pedestrians were in crosswalk.
    - Potential Mitigation: Implement leading pedestrian intervals (LPIs)
- WB approach, vehicles drive into oncoming traffic to access left turn lane
    - Potential Mitigation: Reconfigure WB approach to extend the left turn lane.
    - Potential Mitigation: Prohibit or restrict on street parking on north side of WB approach during AM peak hours
- Congestion along NB approach, right turning vehicles stop on red with minimal conflict.
    - Potential Mitigation: Implement a green right-turn arrow when the NB through movement is red.

<u>South Orange Ave and Sloan Street (Train Station)</u>

- A high volume of pedestrian crossings were observed with trips originating or terminating at South Orange Station. Pedestrians were observed crossing outside of the intersection. Additionally, the EB approach has limited sight distance due to the rail overpass.
    - Potential Mitigation: Implement leading pedestrian intervals (LPIs)
    - Potential Mitigation: Install pedestrian warning signs

<u>South Orange Ave and Prospect Street</u>

- Pedestrian signal heads do not exist at this signalized intersection
    - Potential Mitigation: Upgrade signal to include pedestrian signal heads with countdown timers, and ADA-compliant push buttons.
- Vehicles were observed potential conflicts with pedestrians crossing in marked crosswalk at EB approach.
    - Potential Mitigation: Implement leading pedestrian intervals (LPIs)

3rd Street and Sloan (unsignalized)

- Observed conflict between drivers exiting parking garage below a residential building, drivers on 3rd Street and drivers turning onto 3rd Street from Sloan, and high pedestrian movement coming from train station.
- Parking garage appeared to have parking for train commuters and not just residents since many vehicles were exiting the garage around 6:00 PM.

Valley Street between South Orange Avenue and the Stop N Shop

- Heavily congested at approximately 6:00 PM
- High pedestrian activity observed along sidewalks
- Many driveways and parked cars cause restrict sight distance for egress and ingress movements driveways onto Valley Street
    - Potential Mitigation: Investigate municipal ordinance for sight distance at driveways, parking restrictions, and driveway geometry

Vehicle Delay Notes – South Orange Avenue between Ridgewood Road and Irvington Avenue triangle

- At 8:30 AM, it took vehicles approximately 2 minutes and 8 seconds from Ridgewood Road to Sloan Street, on South Orange Avenue, a distance of approximately 1,085 ft.
    - Average Speed = 5.8 MPH
- At 8:30 AM, it took vehicles approximately 75 seconds (1 min 15 sec) to drive from South Orange Avenue and Sloan Street to clear the Irvington Avenue triangle, a distance of approximately 775 ft.
    - Average Speed = 4.1 MPH
- Total AM Eastbound Delay = 3 Minutes and 23 seconds to travel South Orange Avenue from Ridgewood Road to Irvington Avenue triangle.

- At 5:30 PM, it took vehicles approximately 3 minutes from Ridgewood Road to Sloan Street, on South Orange Avenue, a distance of approximately 1,085 ft.
    - Average Speed = 4.1 MPH
- At 5:30 PM, it took vehicles approximately 1 minute 40 seconds from South Orange Avenue and Sloan Street to clear the Irvington Avenue triangle, a distance of approximately 775 ft.
    - Average Speed = 5.3 MPH
- Total PM Eastbound Delay = 4 Minutes and 40 seconds to travel South Orange Avenue from Ridgewood Road to Irvington Avenue triangle.

Driver Behavior Observed

During observations, it was noted that some drivers would not make full stops for pedestrians crossing at midblock locations. Drivers were observed as aggressive at times, as some were estimated to be exceeding the speed limit on South Orange Avenue, specifically near Irvington Avenue. Drivers were observed passing on the right, behind vehicles making left turns along South Orange Avenue.

4. Stakeholder Input

At a meeting with South Orange stakeholders and the consultant team, the following are concerns mentioned by stakeholders regarding circulation in the Downtown area.

- Jitney vehicles sit idling under the train tracks to pick up and/or drop off passengers, but the jitneys have a designated pick up/drop off spot at the South Orange Performing Arts Center, west of the South Orange Train Station
- An abundance of pedestrians are observed dispersing once leaving the South Orange Train Station, especially along 3rd Street, once trains arrive in the afternoon/evening hours.
- Stakeholders suggested adding or improving multimodal facilities to access the Village's Downtown, including bicycle infrastructure and improved pedestrian facilities.
- Improved circulation at and around the South Orange Train Station.
    - Better Drop off/Pick up delineation and policies for private vehicles, jitneys and Uber/Lyft

5. Crash Data

Data Sources

A historical crash analysis was performed to determine crash hotspots and trends throughout the Village's roadway network and identify overrepresented crash types and potential countermeasures. Crash records for police-reported crashes occurring within the municipal limits of South Orange were obtained from the NJ Division of Highway Traffic Safety's Numetric Crash Analysis tool for the last three years available, 2016-2018. For bicycle and pedestrian crashes, another two years of data was obtained (2014-2015). A comprehensive, detailed table of crash data obtained is included in Exhibit X.

It is important to note that the data represents reported crashes only. Bicycle/pedestrian crashes, particularly involving ethnic minorities and undocumented immigrants, often go unreported. Additionally, as crash reports were obtained for the entire municipality, some crashes did not occur along a public roadway and crashes along private driveways and parking areas (e.g. Stop N Shop parking lot) were included in the analysis, leading to overrepresentations of crash types that would occur in a parking lot (e.g. 'backing' and 'struck parked vehicle').

Historical Crash Findings

A total of 1,097 crashes were reported for the years 2016-2018. Of these crashes, 169 (15%) resulted in a possible injury, 28 (2.6%) resulted in minor injury, 5 (0.5%) resulted in a suspected serious injury, and two resulted in a fatality.

- One fatal crash occurred on South Orange Avenue approximately 125 west of Centre Street in 2018. The crash type, per the data source, was documented as "Other."

- One fatal crash occurred on Montrose Avenue approximately 235 west of Vose Avenue in 2017. This crash involved a pedestrian, but was documented per the data source as "Fixed Object."

Crash Severity	Occurrences (2016-18)	Percent of Total
No Apparent Injury	893	81.4%
Possible Injury	169	15.4%
Suspected Minor Injury	28	2.6%
Suspected Serious Injury	5	0.5%
Fatal Injury	2	0.2%

As mentioned, the most recent five years of bicycle and pedestrian crashes were assessed. 89 crashes involving a pedestrian or bicyclist occurred over the period. The one fatal crash involved a pedestrian which occurred at Ward Place near Gardner Avenue in 2014. The fatal crash mentioned previously on Montrose Avenue in 2017 involved a pedestrian but was documented as a "Fixed Object" crash type.

Pedestrian and Bicycle Crash Severity	Occurrences (2014-18)	Percent of Total
Possible Injury	47	52.8%
No Apparent Injury	19	21.3%
Suspected Minor Injury	18	20.2%
Suspected Serious Injury	4	4.5%
Fatal Injury	1	1.1%

A distribution of the crashes by type is provided below in Table X. As mentioned above, a significant portion of Backing and Struck Parked Vehicle crashes occurred within parking areas or private driveways, and not necessarily along public roadways; however, Struck Parked Vehicle is still a common-occurring crash type within the Downtown, as on-street parking is permitted, in high-demand, and has a high turnover.

Crash Type	Occurrences (2016-18)	Percent of Total
Same Direction - Rear End	205	18.7%
Right Angle	197	18.0%
Struck Parked Vehicle	182	16.6%
Backing*	134	12.2%
Same Direction - Side Swipe	124	11.3%
Fixed Object	84	7.7%
Left Turn / U Turn	59	5.4%
Pedestrian	36	3.3%
Encroachment	20	1.8%
Other	13	1.2%
Opposite Direction - Head On/Angular	11	1.0%

Opposite Direction - Side Swipe	10	0.9%
Pedalcyclist	9	0.8%
Animal	9	0.8%
Overturned	2	0.2%
Empty	2	0.2%

*Occurred in a number of municipal or private parking facilities

At a high-level, Same Direction Rear-End and Same Direction Sideswipe crashes appear to be underrepresented, while Right Angle, Left-Turn/U-Turn, and Pedestrian crashes are overrepresented. On two-lane low-speed residential connector roadways and three- and four-lane suburban arterials, which are typical of South Orange, Same Direction Rear-End and Same Direction Sideswipe crashes typically account for the majority (>50%) of combined segment and intersection crashes *(Highway Safety Manual, 2011)*. Same Direction Sideswipe and low-speed Same Direction Rear-End crashes are also statistically less severe than Right Angle or Left/U-Turn crashes. Pedestrian and bicycle crashes almost always involve an injury, as protection to vulnerable users is limited.

A "heat map" was prepared to visually represent the locations of the 1,097 crashes occurring in South Orange in the last three years and identify high crash locations, or hot spots. A portion of the heat map is shown in Figure X below, with a full-sized Village-wide map provided as Exhibit X. The location with the most occurrences of crashes was South Orange Downtown (shown within the black polygon in Figure X), accounting for 207 (19%) crashes. Other crash hot spots were located along South Orange Avenue at the intersections of Wyoming Avenue, Ridgewood Road, and Centre Street, and along Irvington Avenue, near Ward Place.



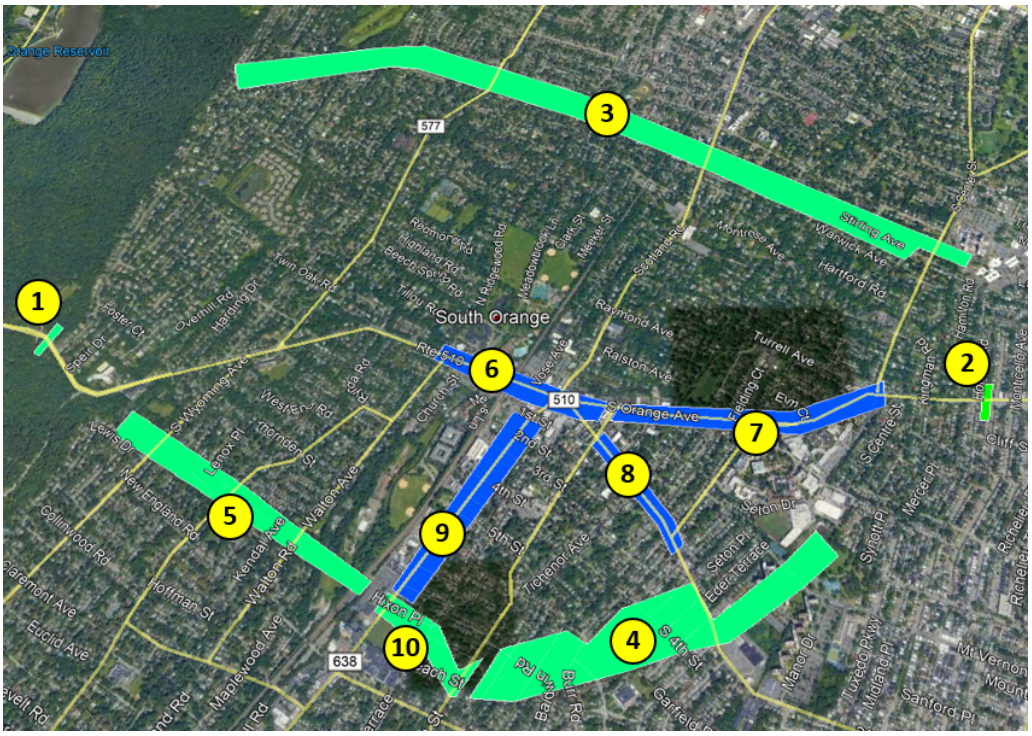
Crashes involving a bicycle or pedestrian accounted for 45 (4.1%) of the total crashes within South Orange in the last three years, and 89 crashes in the last five years. Of the 89 crashes involving a bicycle or pedestrian 42 (47%) of occurred along South Orange Avenue. The top three corridors accounted for 80% of the total pedestrian and bicycle crashes. In addition to South Orange Avenue, 16 (18%) of the crashes occurred along Valley Street /Scotland Road and 13 (15%) crashes occurred along Prospect Street/Place. Bicycle and Pedestrian crashes most commonly occurred during the PM peak hours, with 25% of crashes occurring between 5:00 PM and 7:00 PM and 43% occurring between 4:00 PM and 8:00 PM. While the majority of bicycle and pedestrian crashes occurred during the day, 42% occurred in the dark or at dusk.

6. Travel Patterns

Streetlight Data

The Streetlight InSight Analytics Program was utilized to capture travel patterns including origin and destination matrices at locations throughout the Village, and outside. The data was used to determine cut through traffic through South Orange in the East-West and North-South directions. Streetlight utilizes an array of INRIX data and location-based services and data to identify travel patterns along critical segments and zones. To accomplish this, origin and destination zone were established (also shown in Figure X). Data between any of the two zones could be captured during time of day and day of week. As an example, Zone 1 to Zone 2, and Zone 3 to Zone 10 represent East-West/North-South cut through trips, respectively. Using this data allowed understanding of where South Orange residents were heading using the South Orange zip code as the starting point. During the AM peak for instance, it can be assumed that some trips terminating at Zone 6 are people going to the South Orange Train Station.

1. West South Orange Avenue (west of Glenview Road)
2. East South Orange Avenue (Between Montrose Street and Dover Street)
3. North Village boundary (Oak Avenue to Centre Street)
4. Southeast of the Downtown (Summit Avenue to Wilden Avenue)
5. Southwest of the Downtown (Wyoming Avenue to Maplewood Avenue)
6. Central Business District / South Orange Avenue (Ridgewood Road to Prospect Street)
7. South Orange Avenue (Prospect Street to Centre Street)
8. Irvington Avenue (Southeast of Prospect Street to Ward Place)
9. Valley Street/Academy Street/Prospect Street (1st Street to Prospect Place)
10. Southcentral of Downtown (Valley Street to Prospect Street)



With the above origin and destination zones, a Streetlight analysis was performed using location-based data from March 2019 through August 2019 on typical mid-week weekdays (Tuesday, Wednesday Thursday) during the peak travel periods (6 AM – 10 PM and 3 PM to 7 PM). Noteworthy findings from the results of the Streetlight analysis are provided below:

<u>Northbound/Southbound Cut-Through</u>

DOW	2: TypWeekday (Tu-Th)
TOD	2: Peak AM (6am-10am)

	"From" Zone	"To" Zone 3_North of	4_Southea	5_Southwe	10_Southc
Pass-By	3_North of Downtown		644	1416	1355
	4_Southeast of Downtown	1133		118	302
	5_Southwest of Downtown	2809	60		117
	10_Southcentral of Downtown	3862	205	125	

DOW	2: TypWeekday (Tu-Th)
TOD	4: Peak PM (3pm-7pm)

	"From" Zone	"To" Zone 3_North of	4_Southea	5_Southwe	10_Southc
Pass-By	3_North of Downtown		1315	2632	4110
	4_Southeast of Downtown	1209		81	309
	5_Southwest of Downtown	2677	120		209
	10_Southcentral of Downtown	2021	349	206	

- Some combination of the following streets used as north/south cut-through route in morning and evening typical weekday peak hours:
  - Scotland Road/Valley Street
  - Irvington Avenue
  - Walton Avenue
  - South Wyoming Avenue
  - Others
- Northbound cut-throughs are more prominent in the AM than Southbound cut-thru, however there are significant volumes in both directions.
- Southbound cut-throughs are more prominent in the PM than Northbound cut-throughs, however there are significant volumes in both directions.

<u>Eastbound/Westbound Cut-Through</u>

DOW	2: TypWeekday (Tu-Th)
TOD	2: Peak AM (6am-10am)

	"From" Zone	"To" Zone 1_West So	2_East Sou
Pass-By	1_West South Orange Ave		151
	2_East South Orange Ave	309	

DOW	2: TypWeekday (Tu-Th)
TOD	4: Peak PM (3pm-7pm)

	"From" Zone	"To" Zone 1_West So	2_East Sou
Pass-By	1_West South Orange Ave		297
	2_East South Orange Ave	172	

- South Orange Avenue is used as an eastbound/westbound cut-through route in the morning and evening typical peak hours. These volumes are much smaller than the north/south cut-through volumes.
    - In the AM, east to west is more common than west to east, however significant volumes in both directions.
    - In the PM, west to east is more common than east to west, however there are significant volumes in both directions.

<u>Travel to Downtown Zones</u>

DOW	2: TypWeekday (Tu-Th)
TOD	2: Peak AM (6am-10am)

	"From" Zone	"To" Zone 6_Central D	7_East Dow	8_Southea	9_South Dc
Pass-By	1_West South Orange Ave	104	16	3	39
	2_East South Orange Ave	138	49	6	48
	3_North of Downtown	468	94	20	312
	4_Southeast of Downtown	188	82	67	96
	5_Southwest of Downtown	146	1	4	27
	10_Southcentral of Downtown	133	63	28	188
Downtown	6_Central Downtown		7	3	9
	7_East Downtown	26		0	6
	8_Southeast Downtown (Irvington)	21	1		2
	9_South Downtown (Valley)	50	10	3	
	Total	1274	323	134	727

DOW	2: TypWeekday (Tu-Th)
TOD	4: Peak PM (3pm-7pm)

	"From" Zone	"To" Zone 6_Central D	7_East Dow	8_Southea	9_South Dc
Pass-By	1_West South Orange Ave	156	26	14	94
	2_East South Orange Ave	190	68	18	75
	3_North of Downtown	591	102	82	287
	4_Southeast of Downtown	187	66	117	107
	5_Southwest of Downtown	157	10	5	56
	10_Southcentral of Downtown	240	56	58	363
Downtown	6_Central Downtown		22	13	35
	7_East Downtown	49		4	23
	8_Southeast Downtown (Irvington)	9	4		3
	9_South Downtown (Valley)	24	19	4	
	Total	1603	373	315	1043

- In the AM and the PM, the top two downtown zones vehicles traveled to were:
    - 6: Central Downtown
        - Consists of South Orange Avenue from Walton to Irvington
        - Uses consist of train station, various retail, restaurants, banks, coffee shops, office and/or residential
    - 9: South Downtown
        - Valley Street south of South Orange Avenue to the southern border of South Orange
        - Consists of Various retail, auto-centers, car wash, supermarket, residential and office uses)
- Of the vehicles that traveled to the downtown zones in the AM and PM peak hours, about 40%came from the north, 40% from the south and 10% from the east and 10% from the west.

<u>Travel to Pass-by Zones</u>

DOW	2: TypWeekday (Tu-Th)
TOD	2: Peak AM (6am-10am)

		"To" Zone					
	"From" Zone	1_West So	2_East Sou	3_North of	4_Southea	5_Southwe	10_Southc
Pass-By	1_West South Orange Ave		151	366	152	258	68
	2_East South Orange Ave	309		343	131	63	250
	3_North of Downtown	487	285		644	1416	1355
	4_Southeast of Downtown	404	163	1133		118	302
	5_Southwest of Downtown	511	152	2809	60		117
	10_Southcentral of Downtown	99	202	3862	205	125	
Downtown	6_Central Downtown	58	65	313	78	62	79
	7_East Downtown	32	58	80	40	7	34
	8_Southeast Downtown (Irvington)	11	12	35	52	5	27
	9_South Downtown (Valley)	62	62	239	69	25	252

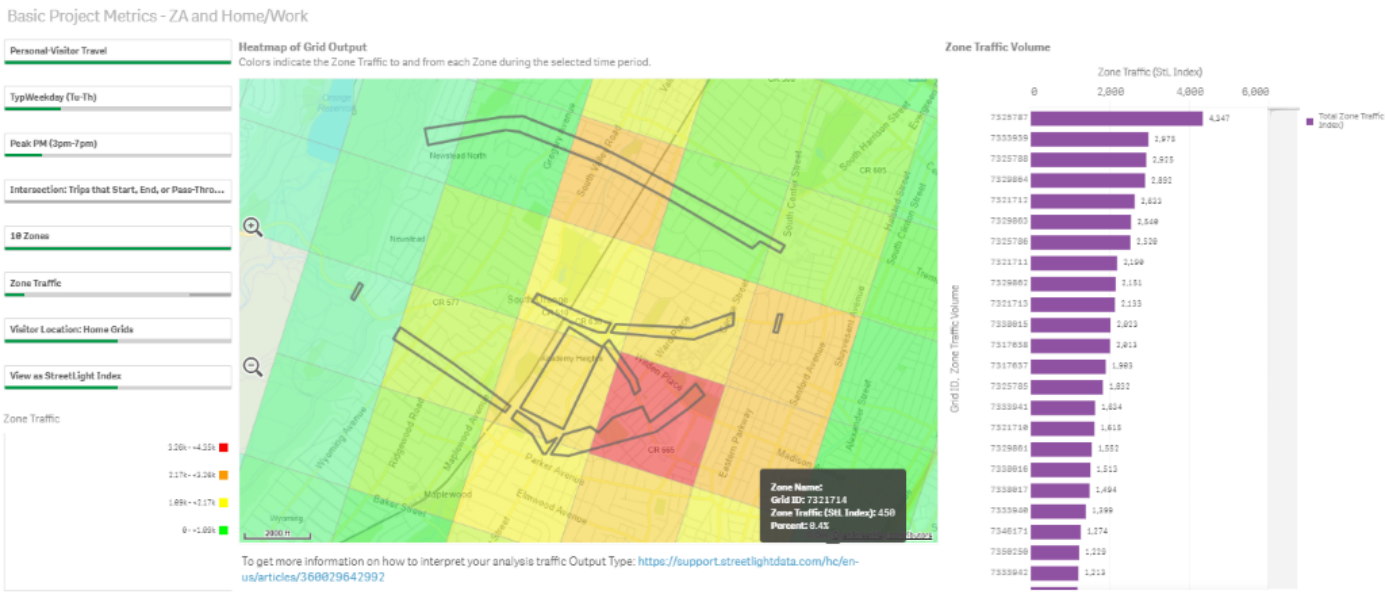
DOW	2: TypWeekday (Tu-Th)
TOD	4: Peak PM (3pm-7pm)

		"To" Zone					
	"From" Zone	1_West So	2_East Sou	3_North of	4_Southea	5_Southwe	10_Southc
Pass-By	1_West South Orange Ave		297	705	557	1110	164
	2_East South Orange Ave	172		540	217	147	292
	3_North of Downtown	485	479		1315	2632	4110
	4_Southeast of Downtown	228	218	1209		81	309
	5_Southwest of Downtown	603	103	2677	120		209
	10_Southcentral of Downtown	110	315	2021	349	206	
Downtown	6_Central Downtown	138	223	549	282	174	239
	7_East Downtown	52	167	177	104	16	97
	8_Southeast Downtown (Irvington)	12	28	42	151	6	50
	9_South Downtown (Valley)	59	67	351	165	54	417

- Most of the trips to the pass-by zones consist of cut-through traffic from traffic originating or passing through other cut through zones.
- In addition to the cut-through zones discussed previously, in the PM peak hours, there is a significant number of drivers who come from west South Orange Avenue and travel to the southern zones.

<u>Travel to/from/passing through the zones based on Driver Residency Location</u>





- As shown in the above graphs, in both the AM and PM peak hours, the most common home residency is South Orange for drivers who travel through/to/from the zones.
- There are significant drivers with residencies outside of South Orange, however, the most common residency is South Orange.

Google Maps API Data

Google Maps API Traffic data was utilized to track travel times and patterns along critical segments in and around South Orange. The focus segments included South Orange Avenue, Valley Street, Scotland Road, and Seton Village/Irvington Avenue. Using Python scripts, Google travel time data was "scraped" every 30 minutes along the focus segments for selected travel times over an observational period where average travel times are calculated by time-of-day. According to the analysis, travel times increased during AM and PM peak travel periods, as expected. Results of the analysis, showing plots of average travel times along the focus segments against time of day, are shown in Figures X and X below. Per these data outputs on the focus segments, and field observations performed along South Orange Avenue, the peak travel times fall around the same periods in AM and PM.

Insert PDF of Google Maps API Travel Times

7. High Performance Streets Analysis

To be completed by Arterial

8. Wayfinding System Review

To be completed by Arterial

9. Recommendations, Strategies, and Next Steps

Based on findings from the existing conditions assessment, mobility strategies and design treatments were identified that mitigate deficiencies and exploit potential opportunities. Both Village-wide systemic improvements and spot improvements at crash hotspot locations were examined. Systemic improvements are not specific to any one location and can be implemented, as appropriate, throughout the Village, in conjunction with other improvement projects, redevelopment, or individually at strategic, priority locations. Spot improvements address specific mobility and safety concerns at individual locations and were identified based on location-based data and observations.

After analysis of the existing conditions, potential improvements were identified and are described in the sections below. With these improvements and strategies, mobility and safety for all roadway users will be improved throughout the Village through the reduction in expected crash rate and manipulation of traffic operations. It is important to note that recommended improvements provided were selected from a safety and conceptual operations standpoint only. Comprehensive impacts of recommended improvements to traffic capacity, utilities, the environment, and the community have not been evaluated as part of this effort and should be assessed in greater detail prior to implementation.

Traffic Calming Along Residential Cut-Through Streets

Traffic calming treatments should be considered Village-wide, with a priority along major north-south, and east-west cut-through routes to discourage cut-through traffic. Streetlight Data analyses and public comments have indicated that there is a significant of cut-through traffic on minor residential connector and arterial roadways within South Orange. Commuters utilize residential streets to avoid congestion when accessing freeways and major highways such as I-280 and the Garden State Parkway, which presents a safety and congestion concern for residents. As these routes are generally utilized by commuters looking to avoid delays, motorists utilizing residential streets as a cut-through route often travel at unsafe speeds for the surrounding land use. This is further exacerbated by the design of typical residential streets which encourages a faster rate of travel. The lanes often do not have shoulder or edge stripes and/or unstriped on-street parking spaces. Lane markings and striped shoulders to visually reduce lane width and help to reduce travel speeds. Installing curb extensions or bump outs at intersections (through pavement, paint or flexible delineators) have also been shown to calm traffic and reduce crossing distances and 'daylight' intersections. Implementation of all-way stop control, raised intersections, speed humps, neckdowns, and chicanes are other low-cost and effective strategies to reduce vehicle speed and discouraging cut-through traffic along a route. Design guidelines for these treatments can be found in the NJDOT Complete Streets Design Guide.

- Scotland Road – In particular, Scotland Road southbound, towards the downtown, has a steep downhill grade and limited sight distance. Residents have noted, and observations have confirmed that cut through traffic, particularly in the AM and PM peak travel periods, regularly exceeds the posted speed limit. Scotland Road should be considered a high-priority route for traffic calming treatment implementation.

Reallocate Use of Street Space

The configuration, width, and allocation of available space along a roadway regarding travel lanes, parking, transit, and bicycle facilities, impacts the mobility and accessibility needs of roadway users. By

reducing both the width and number of lanes can free up space which can be re-utilized for better accommodations to pedestrians, bicycles, or transit vehicles such as bicycle facilities, sidewalk furniture, green infrastructure, parking, shoulders, buffer, bus turnouts, or curb extensions. This can be done through a couple of ways: road diets or reductions and lane diets or narrowing.

Where there is excess capacity along a corridor, a road diet is used to reduce the number of travel lanes and reallocate space for other modes of travel, often bicycle lanes. Additionally, road diets reduce rear-end and sideswipe collisions associated with turning movements made from travel lanes in a four-lane configuration, as left-turning traffic generally utilizes a two-way left turn lane in a road diet. Road diets have been shown to reduce crashes along a corridor segment by up to 40%. An analysis should be conducted to determine whether there is excess capacity to accommodate a lane reduction or existing capacity can be redistributed through the roadway network or operationally improved through intersection improvements. Road diets should be implemented on roadways with extra capacity or where installation of left or center turn lanes would improve level of service and therefore should not have a negative impact on traffic.

In a lane narrowing or lane diet, wide travel lanes (12 feet or greater) are narrowed to 10 to 11 feet. Reclaimed space can be used to implement bicycle facilities, shoulders, buffer areas, or in the case of roadway reconstruction, additional sidewalk or side path space. Reduced lane widths can also encourage slower vehicle speeds and reduce pedestrian crossing widths without reducing vehicle capacity.

The Village should consider reallocated use of roadway space through lane or road diets during roadway resurfacing or reconstruction projects. Alternatively, temporary striping can be installed to observe the effects of a potential treatment for a desired length of time. If the results of the temporary installation are satisfactory, the treatment can be permanently installed or modified as needed based on observed driver behavior and observed positives and negatives of the trial period.

Restrict Vehicle Movements at Intersections and Conflict Points

The Village should consider systematically and strategically reducing the number vehicle movements at intersections and access points at high crash locations and corridors to reduce the number of conflict points and the potential for collisions. Currently, the majority of intersections along high volume arterials such as South Orange Avenue do not have turning restrictions, which maximize conflict points. Particularly, left-turns at intersections can present a challenge to motorists who must yield to both oncoming traffic and crossing pedestrians to find an acceptable gap. This situation increases the crash risk for pedestrians who may be struck by motorists that fail to yield.

Restricting or prohibiting turning movements reduces the number of conflict points, or points at which a motorist/highway user crosses, merges with, or diverges from a road or driveway and conflicts with another motorist/highway user's movement. By reducing the number of conflict points, the potential for crashes is reduced. According to the FHWA Crash Modification Factor Clearinghouse, prohibiting left and U-turns with signing at an intersection can result in an expected crash reduction of 78% for left/U-turn and angle crashes, both of which have been historically overrepresented in South Orange. In addition to reducing left-turn and angle crash rates, prohibiting left-turns can also reduce the rate of rear-end and sideswipe crashes, particularly at unsignalized intersections and mid-block driveway locations where

upstream motorists may not anticipate a downstream vehicle to be decelerating to negotiate a turn, or a queue behind a turning vehicle.

Candidate improvement locations should include intersections where traffic operations and access restrictions can support implementation of the following turning movement restrictions:

- At unsignalized intersections and driveways,
    - prohibit left-turns from minor roadway approaches onto the major arterial
    - prohibit left-turns from major arterials approaches onto minor roadways
    - Prohibit the through movement along minor roadways when crossing a major arterial
- At signalized intersections without dedicated left-turn lanes, prohibit left-turns from the major roadway approaches onto minor roadways
- At signalized locations with dedicated left-turn lanes, change left-turn phasing from protected-permitted to protected only
- At mid-block access points, prohibit left-turns into and out of driveways

While it is not feasible to prohibit left-turns at all intersections throughout a corridor, locations where left-turns are permitted can be restricted to high-visibility, signal controlled intersections preferably with protected left-turn phasing, where conflicting motorists and pedestrians will anticipate left-turns. Additionally, appropriately spaced roundabouts or roundabout pairs can be implemented at intersections along a corridor to allow for convenient and safe U-turns and overcome access restrictions associated with reducing turning movements.

Upgrade Traffic Signal Visibility at Signalized Intersections

Low-cost intersection related improvements such as upgrading signal visibility by providing 12” LED signal heads instead of 8” incandescent, installing retroreflective backplates, additional signal heads, and pedestrian signal heads as required by the MUTCD, and ADA-compliance upgrades are effective safety treatments at signalized locations. Traffic signal visibility upgrades should be considered at every signalized intersection within the Village. Installation of additional signals heads or upgrading to 12” signal heads may require replacement of the mast arm, signal pole, and foundation to compensate for the additional loading. Improving the visibility of traffic signals can reduce crashes by 7-15%, depending on the individual treatment or combination of treatments.

ADA Compliancy Improvements

Pedestrian facilities at intersections should be upgraded as appropriate to comply with the latest ADA Accessibility Guidelines and the NJDOT Roadway Design Manual. Curb ramps should be designed in accordance with NJDOT Standard Roadway Construction Details. Providing compliant pedestrian facilities including curb ramps, traffic control, pushbuttons, sidewalk and crosswalks provides safe travel conditions, promotes mobility, and improves accessibility for people with disabilities. ADA improvements are required for most federally and state funded construction projects, including pavement resurfacing.

Leading Pedestrian Intervals

At signalized crossing locations with high turning volumes, Leading Pedestrian Intervals (LPI) should be considered for implementation. An LPI is an extension of the pedestrian crossing phase at an intersection in which the pedestrian is given an additional 3-7 seconds of walk time to enter the crosswalk prior to a green phase for vehicles. This head start allows pedestrians to better and more visibly establish their presence in the crosswalk before conflicting vehicles turn left. LPIs increase visibility of crossing pedestrians, decrease pedestrian-vehicle conflicts, increase compliance of motorists yielding to pedestrians within crosswalks, and provide enhanced safety for mobility challenged pedestrians who may be slower to start into crosswalks. As a result, LPIs reduce vehicle-pedestrian crashes at intersection locations by an expected 60%. LPIs are also a low-cost countermeasure, as only a signal timing change is required. LPIs should be implemented in accordance with the Manual on Uniform Traffic Control Devices guidance on LPI timing. While LPIs can be considered at any signalized intersection, they are most effective at intersections with a high volume of left turns. Priority locations for implementation of LPIs should include signalized intersections along South Orange Avenue, particularly at Scotland Road/Valley Street/Irvington Avenue, SOPAC Way, Prospect Street, and Sloan Street.

Install Bicycle Facilities along Critical Routes

To provide complete, safe, accessible streets for bicyclists (and potential future transportation modes such as e-scooters), a network of bicycle infrastructure should be installed throughout the Village. Dedicated bicycle infrastructure significantly reduces the risk of a crash and the level of stress for bicyclists. As low-volume residential streets generally allow low-stress bicycle travel without dedicated facilities, key arterials and higher-volume through-routes within South Orange require more attention. South Orange Avenue in particular is in need of bicycle treatments to accommodate the current demand for bicyclists, and to encourage bicycling as a congestion-relieving, healthy alternative to accessing he South Orange Downtown. Appropriate facilities should be selected based on the configuration, width, functional classification, traffic volume, and speed limit of each corridor. Guidelines on the selection of bicycle facilities are provided in the NJDOT Complete Streets Design Guide.

Geometric Improvements at South Orange Avenue and Irvington Avenue

The intersection of South Orange Avenue, Scotland Road/Valley Street, and Irvington Avenue is the center of the South Orange Downtown and the busiest in the Village for pedestrians and motorists. The signalized portion includes three-lanes at each approach, creating a long crossing distance for pedestrians. In the eastbound direction, the right turn from South Orange Avenue onto Irvington Avenue has a large turning radius, which encourages high speed turns through several striped crosswalks. Geometrical improvements should be considered at this location to simply geometry, particularly at the triangle between South Orange Avenue, Irvington Avenue, and Academy Street. One potential alternative is relocating the Irvington Avenue leg of the intersection further to the east (at the eastern portion of the current triangle island), causing South Orange Avenue eastbound traffic to make right turns with a smaller radius at a lower speed and eliminate straightaway segments at approaches to crosswalks. This concept, along with other safety, operational, and geometrical improvements will be considered during the Physical Design Capital Plan and should be further assessed as development at this location is advanced and refined.

Geometric Improvements at South Orange Avenue and Centre Street

As a five-legged intersection with complicated geometry and a high crash rate, geometrical intersection redesign should be considered at this intersection. While a variety of modifications can be made to the intersection which would improve safety and operations, all would require further assessment using traffic modeling software. One potential alternative at this location is conversion of the signalized intersection to a modern roundabout. Modern roundabouts are a type of circular intersection, where all entering traffic yields to traffic within the circular intersection. They differ from in that all traffic must yield and no movement has uninterrupted flow into the circular intersection. Additionally, entry and departure angles are designed to reduce speed and naturally cause motorists to travel at the desired operating speed. The number of turning movements, and horizontal alignment of this intersection make it ideal for a roundabout configuration. A roundabout would not only reduce the expected crash rate this location, but also affect the type and severity of crashes. While signalized intersections often experience higher speed angled and turning collisions, roundabout approaches are designed to reduce conflict points and entry angles, meaning that crashes that do occur are likely to be low speed rear-end and same direction sideswipe crashes with lower severities. If a roundabout is not desired by the community, other treatments and geometric modifications should be assessed at this location.

Appendix C - Satisfaction of Master Plan Reexamination Criteria



The Municipal Land Use Law establishes the legal framework for municipal planning and requires that municipalities conduct a general re-examination of their master plans at least every ten years. This reexamination is required to maintain the presumption of validity for municipal land use policies and ordinances. While this Plan was written as a comprehensive update to the Village Master Plan, this appendix outlines the requirements for a re-examination report, and how this Plan satisfies those requirements.

The minimum legal requirements for a re-examination are to review the following:

a) The major problems and objectives relating to land development in the municipality at the time of the adoption of the last re-examination report.

b) The extent to which such problems and objectives have been reduced or have increased subsequent to such date.

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

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

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

The Land Use + Community Form Element includes an extensive review of the prior planning documents adopted in the previous three decades including the most recent 2011 Reexamination Report of the Village Master Plan. This discussion is inclusive of the major problems and objectives relating to land development in the Village at the time of the adoption of 2011 Reexamination Report, and the extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for its recommendations. Finally, it summarizes how the goals and objectives contained in this document relate to the prior Master Plan Reexamination recommendations and ascertains whether the recommended objectives and goals render any prior goals and objectives no longer valid based on the extent to which problems have been reduced or increased since 2011, and the extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the Master Plan.

The structure of this Plan prioritizes specific changes recommended (criteria d). The goals, objectives, and actions/strategies contained in this document constitute these recommended changes. Additionally, the Plan contains a comprehensive review of existing redevelopment plans and recommendations for how the Village should utilize redevelopment tools to achieve their land use goals.

Appendix D - List of Designated and Potential Historic Resources



Designated Local Landmarks of South Orange

Locally Designated Historic Districts	
Montrose Park Historic District Montrose Park Historic District is primarily a residential neighborhood, located in the Northeast corner of the Township of South Orange Village. General geographic boundaries include the Morris and Essex Railroad on the West, the municipal boundary between the City of Orange and the Village of South Orange on the North, the municipal boundary with the City of Newark on the East, and South Orange Avenue on the South.	**SHPO ID #3147** **SHPO Opinion: 12/30/1993** **SR: 7/16/1997** **NR: 8/29/1997** **(NR Reference #97000978)** **CREC 1986 ID# D-3**
Old Main Delaware, Lackawanna and Western Railroad Historic District Includes South Orange Railroad Station and Mountain Railroad Station	**SHPO ID #3525** **SHPO Opinion: 9/24/1996**
Prospect Street Historic District Bounded by South Orange Avenue on the north, Tichenor Avenue on the east, Roland Avenue on the south and railroad track on the west.	**SHPO ID #4** **SHPO Opinion: 6/14/1990** **CREC 1986 ID# D-5**

Locally Designated Individual Properties
Montrose Park Historic District Key Properties

Property	Block/Lot
211 Montrose Avenue (aka mailing address 470 Berkeley Avenue)	506/1
488 Berkeley Avenue	506/3
555 Berkeley Avenue (The Paul Starrett House)	503/4
565 Berkeley Avenue (aka mailing address 8 Keasbey Road)	503/1,2,5
311 Centre Street (The Bishop Baldwin House. Also known as “The House with the White Chimneys” and “The Self House”)	602/25
324 Centre Street	701/3
396 Centre Street	701/4
406 Centre Street	701/5
423 Centre Street	603/13
457 Centre Street (Thomas Kingman Home; now the George M. Ring Building Seton Hall University)	604/15
152 Charlton Avenue	1003/9
169 Charlton Avenue	1002/10
6 Halsey Place	502/16
578 Hamilton Road	701/10
343 Hartford Road	605/26
156 Irving Avenue	1102/7
163 Irving Avenue	507/29
170 Irving Avenue	1102/9
18 Kingman Road	704/2
140 Montrose Avenue	507/14
170 Montrose Avenue	507/16
206 Montrose Avenue/414 Charlton Avenue	508/9,8
166 Ralston Avenue	1007/8
112 Raymond Avenue	1002/2
128 Raymond Avenue	1002/4
140 Raymond Avenue	1002/5
55 Scotland Road (Connett Library)	1005/4
150 Scotland Road	1002/17
255 Scotland Road	1101/34
265 Scotland Road	1101/33

369 Scotland Road	1101/21
425 Scotland Road (Graves Mansion) (aka mailing address 445 Scotland Road)	416/3,8,9
432 Scotland Road (Former Kip-Riker Mansion; now Temple Sharey Tefilo-Israel)	507/12
201 South Orange Avenue (Old Stone House) (previously known as 219 South Orange Ave)	1007/13
497 South Orange Avenue (The Abel Ward House)	903/16
246 Turrell Avenue	1105/6
425 Vose Avenue	415/4
449 Vose Avenue (Mountain Railroad Station)	415/6
257 Warwick Avenue	607/1
365 Warwick Avenue	607/9

Locally Designated Individual Sites	
Chapel of Immaculate Conception 400 South Orange Avenue	**SHPO ID #4121** **COE: 3/4/2003**
Eugene V. Kelly Carriage House Seton Hall University, South Orange Avenue	**SHPO ID #1360** **SR: 8/29/1975** **NR: 11/10/1975 (NR Reference #75001136)**
Mountain Railroad Station, 449 Vose Avenue (Also noted above as Key property in Montrose Park Historic District)	**SHPO ID #1361** **SR: 3/17/1984** **NR: 9/29/1984 (NR Reference #84002656)**
South Orange Fire House First and Sloan Streets	**SHPO ID #41** **SR: 1/28/1998** **NR: 3/19/1998 (NR Reference #98000255)**
South Orange Railroad Station 19 Sloan Street	**SHPO ID #1362** **SR: 3/17/1984** **NR: 6/22/1984 (NR Reference #84002669)**
Former South Orange Village Hall 101 South Orange Avenue corner South Orange Avenue and Scotland Road	**SHPO ID #1363** **SR: 12/8/1975** **NR: 5/28/1976 (NR Reference #:76001152)**
Old Stone House 201 South Orange Avenue (previously known as 219 South Orange Ave.) (Also noted above as Key property in Montrose Park Historic District)	**SHPO ID #1364** **COE: 1/22/1991** **SR: 10/4/1991** **NR: 11/22/1991 (NR Reference #87001333)**
Former Riker Mansion 432 Scotland Road (owner, Temple Sharey Tefilo-Israel) (Also noted above as Key property in Montrose Park Historic District)	**SHPO ID #78** **COE: 6/6/1997**

Abbreviation Key:
NR: A property is listed on the National Register of Historic Places.
SR: A property is listed on the New Jersey Register of Historic Places (State Register).
COE: A Certification of Eligibility is issued by the New Jersey State Historic Preservation Officer. For properties not already listed on the New Jersey Register of Historic Places, a COE satisfies a prerequisite to apply for funds from the New Jersey Historic Trust, as well as several county preservation funding programs.
SHPO Opinion: An opinion of eligibility issued by the State Historic Preservation Officer. It is in response to a federally funded activity that will have an effect on historic properties not listed on the National Register.

MONTROSE PARK HISTORIC DISTRICT INVENTORY
Designated on the New Jersey State and National Registers in 1992
CREC 1986 ID# D-3

The 40 Key Contributing properties of the Montrose Park Historic District are designated South Orange Local Landmarks. The remaining 510 Contributing properties of Montrose Park Historic District warrant the protections currently afforded the Key Contributing properties and are therefore candidates for potential designation as South Orange local landmarks.

A **Contributing** building is one which adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because a) it was present during the period of significance and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. In this document those structures independently meeting the National Register criteria are labeled **Key** buildings. A **Non-contributing** building does not add to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because, a) it was not present during the period of significance, b) due to alterations, disturbances, additions or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

The following is the inventory of all buildings and sites located within the Montrose Park Historic District. All addresses are listed alphabetically according to street name and consecutively according to the street number.

Color Code:
Key
Contributing
Non-Contributing
Potential Contributing Addition

Address Block & Lot Key/Contributing/Non-Contributing & Outbuildings
470 Berkeley Avenue Block 506 Lot 1 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
475 Berkeley Avenue Block 504 Lot 6 Contributing; Outbuildings: 0
478 Berkeley Avenue Block 506 Lot 2 Contributing; Outbuildings: 1 detached Non-Contributing garage
483 Berkeley Avenue Block 504 Lot 5 Contributing; Outbuildings: 1 detached Non-Contributing garage
487 Berkeley Avenue Block 504 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
488 Berkeley Avenue Block 506 Lot 3 Key; Outbuildings: 1 stylistically similar detached Contributing garage
555 Berkeley Avenue Block 503 Lot 4 Key; Outbuildings: 1 stylistically similar detached garage - *The Paul Starrett House*
560 Berkeley Avenue Block 505 Lot 1 Non-Contributing; Outbuildings: 0
565 Berkeley Avenue Block (AKA 8 Keasbey Road) Block 503 Lot 1, 2, & 3 Key; Outbuildings: 0 - *Holmwood*
303 Centre Street Block 602 Lot 26 Non-Contributing

311 Centre Street Block 602 Lot 25 Key; Outbuildings: 1 stylistically similar detached Contributing garage *The Bishop Baldwin House, also known as* *"The House with the White Chimneys" and "The Self House"*
314 Centre Street Block 701 Lot 2 Non-Contributing; Outbuildings: 0
319 Centre Street Block 602 Lot 24 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
324 Centre Street Block 701 Lot 3 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
327 Centre Street Block 602 Lot 23 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
333 Centre Street Block 602 Lot 22 Contributing; Outbuildings: 1 detached Non-Contributing garage
396 Centre Street Block 701 Lot 4 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
406 Centre Street Block 701 Lot 5 Key; Outbuildings: 0
413 Centre Street Block 603 Lot 14 Contributing; Outbuildings: 0
418 Centre Street Block 701 Lot 6 Non-Contributing; Outbuildings: 0
420 Centre Street Block 701 Lot 7 Non-Contributing; Outbuildings: 0
423 Centre Street Block 603 Lot 13 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
426 Centre Street Block 701 Lot 15 Contributing; Outbuildings: 0
457 Centre Street Block 604 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
458 Centre Street Block 702 Lot 1 & 2 Contributing; Outbuildings: 1 brick guest house Non-Contributing
469 Centre Street Block 604 Lot 14 Non-Contributing; Outbuildings: 0
471 Centre Street Block 604 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
512 Centre Street Block 702 Lot 20 Contributing; Outbuildings: 0
516 Centre Street Block 702 Lot 21 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
517 Centre Street Block 605 Lot 19 Contributing; Outbuildings: 1 stylistically similar Contributing carriage house and 1 garage Non-Contributing
520 Centre Street Block 702 Lot 22 Contributing; Outbuildings: 1 stylistically similar detached garage
521 Centre Street Block 605 Lot 18 Contributing; Outbuildings: 1 detached Non-Contributing garage
524 Centre Street Block 702 Lot 23 Non-Contributing; Outbuildings: 0
540 Centre Street Block 702 Lot 28 Non-Contributing; Outbuildings: 0
555 Centre Street Block 607 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
559 Centre Street Block 607 Lot 13 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage

560 Centre Street Block 702 Lot 29 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
571 Centre Street Block 607 Lot 14 Contributing; Outbuildings: 0 *St. Andrew's Hall Seton Hall University Seminary*
152 Charlton Avenue Block 1003 Lot 9 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
155 Charlton Avenue Block 1002 Lot 11 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
160 Charlton Avenue Block 1003 Lot 10 Contributing; Outbuildings: 0
164 Charlton Avenue Block 1003 Lot 11 Contributing; Outbuildings: 0
169 Charlton Avenue Block 1002 Lot 10 Key; Outbuildings: 1 detached Non-Contributing garage
176 Charlton Avenue Block 1003 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
179 Charlton Avenue Block 1002 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
188 Charlton Avenue Block 1003 Lot 13 Non-Contributing; Outbuildings: 0
191 Charlton Avenue Block 1002 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
195 Charlton Avenue Block 1002 Lot 7 Contributing; Outbuildings: 0
256 Charlton Avenue Block 1105 Lot 18 Non-Contributing; Outbuildings: 02
262 Charlton Avenue Block 1105 Lot 19 Contributing; Outbuildings: 0
263 Charlton Avenue Block 1104 Lot 11 Non-Contributing; Outbuildings:
273 Charlton Avenue Block 1104 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
274 Charlton Avenue Block 1105 Lot 20 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
286 Charlton Avenue Block 1105 Lot 1 Contributing; Outbuildings: 0
322 Charlton Avenue Block 1103 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
354 Charlton Avenue Block 508 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
355 Charlton Avenue Block 507 Lot 25 Non-Contributing; Outbuildings: 0
363 Charlton Avenue Block 507 Lot 24 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
364 Charlton Avenue Block 508 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
372 Charlton Avenue Block 508 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
373 Charlton Avenue Block 507 Lot 23 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
377 Charlton Avenue Block 507 Lot 22 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
380 Charlton Avenue Block 508 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

390 Charlton Avenue Block 508 Lot 5 Contributing; Outbuildings: 0
391 Charlton Avenue Block 507 Lot 20 Non-Contributing; Block 507 Lot 20 & 21 - *DEMOLISHED circa 2016. A new, non-Contributing; house has since been built.*
393 Charlton Avenue Block 507 Lot 19 Contributing; Outbuildings: 0
394 Charlton Avenue Block 508 Lot 6 Contributing; Outbuildings: 0
397 Charlton Avenue Block 507 Lot 18 Contributing; Outbuildings: 0
410 Charlton Avenue Block 508 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
414 Charlton Avenue (AKA 206 Montrose Avenue) Block 508 Lot 9 Key; Outbuildings: 1 stylistically similar detached Contributing garage
102 Connett Place Block 1007 Lot 27 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
108 Connett Place Block 1007 Lot 28 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
109 Connett Place Block 1007 Lot 42 Contributing; Outbuildings: 0
112 Connett Place Block 1007 Lot 29 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
115 Connett Place Block 1007 Lot 41 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
116 Connett Place Block 1007 Lot 30 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
119 Connett Place Block 1007 Lot 40 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
120 Connett Place Block 1007 Lot 31 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
121 Connett Place Block 1007 Lot 39 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
126 Connett Place Block 1007 Lot 32 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
127 Connett Place Block 1007 Lot 38 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
131 Connett Place Block 1007 Lot 37 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
132 Connett Place Block 1007 Lot 33 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
135 Connett Place Block 1007 Lot 36 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
138 Connett Place Block 1007 Lot 34 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
141 Connett Place Block 1007 Lot 35 Contributing; Outbuildings: 0
2 Elm Court Block 903 Lot 19 Contributing; Outbuildings: 0
5 Elm Court Block 902 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
10 Elm Court Block 903 Lot 20 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

11 Elm Court Block 902 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
14 Elm Court Block 903 Lot 21 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
17 Elm Court Block 902 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
20 Elm Court Block 903 Lot 22 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
21 Elm Court Block 902 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
24 Elm Court Block 903 Lot 23 Contributing; Outbuildings: 0
25 Elm Court Block 902 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
28 Elm Court Block 903 Lot 24 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
31 Elm Court Block 902 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
34 Elm Court Block 903 Lot 25 Contributing; Outbuildings: 0
35 Elm Court Block 902 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
38 Elm Court Block 903 Lot 26 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
6 Fielding Court Block 1010 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
7 Fielding Court Block 1009 Lot 29 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
12 Fielding Court Block 1010 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
15 Fielding Court Block 1009 Lot 28 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
16 Fielding Court Block 1010 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
19 Fielding Court Block 1009 Lot 27 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
22 Fielding Court Block 1010 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
25 Fielding Court Block 1009 Lot 26 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
26 Fielding Court Block 1010 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
29 Fielding Court Block 1009 Lot 25 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
30 Fielding Court Block 1010 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
33 Fielding Court Block 1009 Lot 24 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
36 Fielding Court Block 1010 Lot 7 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
39 Fielding Court Block 1009 Lot 23 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
40 Fielding Court Block 1010 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

43 Fielding Court Block 1009 Lot 22 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
46 Fielding Court Block 1010 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
47 Fielding Court Block 1009 Lot 21 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
50 Fielding Court Block 1010 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
53 Fielding Court Block 1009 Lot 20 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
54 Fielding Court Block 1010 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
57 Fielding Court Block 1009 Lot 19 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
60 Fielding Court Block 1010 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
63 Fielding Court Block 1009 Lot 18 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
64 Fielding Court Block 1010 Lot 13 Non-Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
67 Fielding Court Block 1009 Lot 17 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
143 Grove Road Block 1007 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
155 Grove Road Block 1003 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
161 Grove Road Block 1003 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
171 Grove Road Block 1003 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
177 Grove Road Block 1003 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
209 Grove Road Block 1105 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
221 Grove Road Block 1105 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
225 Grove Road Block 1105 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
233 Grove Road Block 1105 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
234 Grove Road Block 1011 Lot 1 Contributing; Outbuildings: 0 - *The Marshall School*
301 Grove Road Block 1103 Lot 13 Contributing; Outbuildings: 1 detached Non-Contributing garage
302 Grove Road Block 601 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
309 Grove Road Block 1103 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
316 Grove Road Block 601 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
325 Grove Road Block 1103 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
328 Grove Road Block 601 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

355 Grove Road Block 509 Lot 18 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
356 Grove Road Block 603 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
363 Grove Road Block 509 Lot 17 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
366 Grove Road Block 603 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
373 Grove Road Block 509 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
376 Grove Road Block 603 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
381 Grove Road Block 509 Lot 15 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
384 Grove Road Block 603 Lot 4 Non-Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
385 Grove Road Block 509 Lot 14 Contributing; Outbuildings: 0
500 Grove Terrace Block 605 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
510 Grove Terrace Block 605 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
515 Grove Terrace Block 506 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
520 Grove Terrace Block 605 Lot 3 Contributing; Outbuildings: 0
523 Grove Terrace Block 506 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
530 Grove Terrace Block 605 Lot 4 Contributing; Outbuildings: 0
531 Grove Terrace Block 506 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
540 Grove Terrace Block 605 Lot 5 Contributing; Outbuildings: 0
541 Grove Terrace Block 506 Lot 6 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
550 Grove Terrace (AKA 260 Warwick Ave) Block 605 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
551 Grove Terrace Block 506 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
381 Hall Court Block 602 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
384 Hall Court Block 602 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
387 Hall Court Block 602 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
388 Hall Court Block 602 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
391 Hall Court Block 602 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
394 Hall Court Block 602 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
397 Hall Court Block 602 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

398 Hall Court Block 602 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
1 Halsey Place Block 504 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
2 Halsey Place Block 502 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
3 Halsey Place Block 504 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
4 Halsey Place Block 502 Lot 15 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
6 Halsey Place Block 502 Lot 16 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
516 Hamilton Road Block 701 Lot 9 Non-Contributing; Outbuildings: 0
523 Hamilton Road Block 702 Lot 57 Non-Contributing; Outbuildings: 0
577 Hamilton Road Block 702 Lot 56 Contributing; Outbuildings: 0
578 Hamilton Road Block 701 Lot 10 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
581 Hamilton Road Block 702 Lot 55 Non-Contributing; Outbuildings: 0
583 Hamilton Road Block 702 Lot 54 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
584 Hamilton Road Block 704 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
587 Hamilton Road Block 702 Lot 53 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
595 Hamilton Road Block 702 Lot 52 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
599 Hamilton Road Block 702 Lot 51 Contributing; Outbuildings: 0
600 Hamilton Road Block 705 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
603 Hamilton Road Block 702 Lot 50 Contributing; Outbuildings: 1 detached Non-Contributing garage
604 Hamilton Road Block 705 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
3 Harrison Court Block 507 Lot 1 Non-Contributing; Outbuildings: 0
4 Harrison Court Block 507 Lot 10 Non-Contributing; Outbuildings: 0
7 Harrison Court Block 507 Lot 2 Non-Contributing; Outbuildings: 0
8 Harrison Court Block 507 Lot 9 Non-Contributing; Outbuildings: 0
11 Harrison Court Block 507 Lot 3 Non-Contributing; Outbuildings: 0
12 Harrison Court Block 507 Lot 8 Non-Contributing; Outbuildings: 0
15 Harrison Court Block 507 Lot 4 Non-Contributing; Outbuildings: 0
16 Harrison Court Block 507 Lot 7 Non-Contributing; Outbuildings: 0

19 Harrison Court Block 507 Lot 5 Non-Contributing; Outbuildings: 0
20 Harrison Court Block 507 Lot 6 Contributing; Outbuildings: 0
22 Harrison Court Block 507 Lot 28 Contributing; Outbuildings: 0
24 Harrison Court Block 507 Lot 27 Non-Contributing; Outbuildings: 0
505 Hartford Court Block 702 Lot 19 Contributing; Outbuildings: 0
506 Hartford Court Block 702 Lot 3 Contributing; Outbuildings: 0
510 Hartford Court Block 702 Lot 4 Contributing; Outbuildings: 0
514 Hartford Court Block 702 Lot 5 Contributing; Outbuildings: 0
515 Hartford Court Block 702 Lot 18 Contributing; Outbuildings: 0
518 Hartford Court Block 702 Lot 6 Contributing; Outbuildings: 0
519 Hartford Court Block 702 Lot 17 Contributing; Outbuildings: 0
524 Hartford Court Block 702 Lot 7 Contributing; Outbuildings: 0
528 Hartford Court Block 702 Lot 8 Contributing; Outbuildings: 0
529 Hartford Court Block 702 Lot 16 Contributing; Outbuildings: 0
534 Hartford Court Block 702 Lot 9 Contributing; Outbuildings: 0
538 Hartford Court Block 702 Lot 10 Contributing; Outbuildings: 0
539 Hartford Court Block 702 Lot 15 Contributing; Outbuildings: 0
542 Hartford Court Block 702 Lot 11 Contributing; Outbuildings: 0
543 Hartford Court Block 702 Lot 14 Contributing; Outbuildings: 0
548 Hartford Court Block 702 Lot 12 Contributing; Outbuildings: 0
553 Hartford Court Block 702 Lot 13 Contributing; Outbuildings: 0
280 Hartford Road Block 604 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
303 Hartford Road Block 605 Lot 32 Contributing; Outbuildings: 0
305 Hartford Road Block 605 Lot 31 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
306 Hartford Road Block 604 Lot 3 Contributing; Outbuildings: 0
310 Hartford Road Block 604 Lot 4 Contributing; Outbuildings: 0
311 Hartford Road Block 605 Lot 30 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house

321 Hartford Road Block 605 Lot 29 Contributing; Outbuildings: 0
322 Hartford Road Block 604 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
329 Hartford Road Block 605 Lot 28 Contributing; Outbuildings: 0
330 Hartford Road Block 604 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
335 Hartford Road Block 605 Lot 27 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
340 Hartford Road Block 604 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
343 Hartford Road Block 605 Lot 26 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
350 Hartford Road Block 604 Lot 8 Contributing; Outbuildings: 1 detached Non-Contributing garage
351 Hartford Road Block 605 Lot 25 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
358 Hartford Road Block 604 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
359 Hartford Road Block 605 Lot 24 Contributing; Outbuildings: 1 detached Non-Contributing garage
366 Hartford Road Block 604 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
367 Hartford Road Block 605 Lot 23 Contributing; Outbuildings: 0
372 Hartford Road Block 604 Lot 11 Non-Contributing; Outbuildings: 0
380 Hartford Road Block 604 Lot 12 Non-Contributing; Outbuildings: 0
385 Hartford Road Block 605 Lot 22 Contributing; Outbuildings: 0
393 Hartford Road Block 605 Lot 21 Contributing; Outbuildings: 0
401 Hartford Road Block 605 Lot 20 Contributing; Outbuildings: 0
109 Irving Avenue Block 507 Lot 35 Contributing; Outbuildings: 0
115 Irving Avenue Block 507 Lot 34 Contributing; Outbuildings: 0
121 Irving Avenue Block 507 Lot 33 Contributing; Outbuildings: 1 detached Non-Contributing garage
129 Irving Avenue Block 507 Lot 32 Contributing; Outbuildings: 0
134 Irving Avenue Block 1102 Lot 3 Contributing; Outbuildings: 0
135 Irving Avenue Block 507 Lot 31 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
138 Irving Avenue Block 1102 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
142 Irving Avenue Block 1102 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
146 Irving Avenue Block 1102 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

151 Irving Avenue Block 507 Lot 30 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
156 Irving Avenue Block 1102 Lot 7 Key; Outbuildings: 1 stylistically similar detached Contributing garage
162 Irving Avenue Block 1102 Lot 8 Contributing; Outbuildings: 0
163 Irving Avenue Block 507 Lot 29 Key; Outbuildings: 0
170 Irving Avenue Block 1102 Lot 9 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
171 Irving Avenue Block 507 Lot 26 Non-Contributing; Outbuildings: 0
214 Irving Avenue Block 1103 Lot 2 Contributing; Outbuildings: 0
218 Irving Avenue Block 1103 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
228 Irving Avenue Block 1103 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
234 Irving Avenue Block 1103 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
235 Irving Avenue Block 508 Lot 17 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
239 Irving Avenue Block 508 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
240 Irving Avenue Block 1103 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
243 Irving Avenue Block 509 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage *By 2005, significant alterations were made to the property: altered front entry, removed original windows, removed round-arched floor-length windows on first floor side wing, attached two-bay garage set at angle to the house. Further examination may be required to determine if this property continues to meet Contributing status.*
250 Irving Avenue Block 1103 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
253 Irving Avenue Block 509 Lot 21 Contributing; Outbuildings: 0
254 Irving Avenue Block 1103 Lot 8 Contributing; Outbuildings: 0
255 Irving Avenue Block 509 Lot 20 Contributing; Outbuildings: 0
257 Irving Avenue Block 509 Lot 19 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
266 Irving Avenue Block 1103 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
270 Irving Avenue Block 1103 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
321 Irving Avenue Block 603 Lot 29 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
322 Irving Avenue Block 601 Lot 4 Contributing; Outbuildings: 0
330 Irving Avenue Block 601 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
340 Irving Avenue Block 601 Lot 6 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
341 Irving Avenue Block 603 Lot 28 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage

342 Irving Avenue Block 601 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
344 Irving Avenue Block 601 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
345 Irving Avenue Block 603 Lot 27 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
346 Irving Avenue Block 601 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
349 Irving Avenue Block 603 Lot 26 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
357 Irving Avenue Block 603 Lot 25 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
358 Irving Avenue Block 601 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
360 Irving Avenue Block 602 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
361 Irving Avenue Block 603 Lot 24 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
363 Irving Avenue Block 603 Lot 23 Non-Contributing; Outbuildings: 0
365 Irving Avenue Block 603 Lot 22 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
371 Irving Avenue Block 603 Lot 21 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
372 Irving Avenue Block 602 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
375 Irving Avenue Block 603 Lot 20 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
376 Irving Avenue Block 602 Lot 15 Contributing; Outbuildings: 1 detached Non-Contributing garage
377 Irving Avenue Block 603 Lot 19 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
380 Irving Avenue Block 602 Lot 16 Contributing; Outbuildings: 1 detached Non-Contributing garage
386 Irving Avenue Block 602 Lot 17 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
387 Irving Avenue Block 603 Lot 18 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
388 Irving Avenue Block 602 Lot 18 Non-Contributing; Outbuildings: 0
393 Irving Avenue Block 603 Lot 17 Contributing; Outbuildings: 0 (Partially demolished in 2021)
394 Irving Avenue Block 602 Lot 19 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
399 Irving Avenue Block 603 Lot 16 Non-Contributing; Outbuildings: 0
400 Irving Avenue Block 602 Lot 20 Contributing; Outbuildings: 0
407 Irving Avenue Block 603 Lot 15 Non-Contributing; Outbuildings: 0
404 Irving Avenue Block 602 Lot 21 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
556 Irving Terrace Block 606 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

562 Irving Terrace Block 606 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

7 Keasbey Road Block 502 Lot 12. Orange Block and Lot unknown; Outbuildings: 1 stylistically similar attached garage Contributing *Circa 1920, the property is the former Guest/Carriage House for 8 Keasbey Road. It is located in both South Orange and Orange New Jersey and therefore was not submitted on the application for historic designation in Montrose Park. Contribution of property to historic district not determined. It could potentially be added.*

8 Keasbey Road - (AKA 565 Berkeley Avenue) Block 503 Lot 1, 2, & 3 Key; Outbuildings: 0 - *Holmwood – The Henry Keasbey House*

9 Keasbey Road Block 502 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house

9 Kingman Road Block 701 Lot 17 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

14 Kingman Road Block 704 Lot 1 Contributing; Outbuildings: 0

18 Kingman Road Block 704 Lot 2 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house

21 Kingman Road Block 701 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

28 Kingman Road Block 704 Lot 3 Contributing; Outbuildings: 1 detached Non-Contributing garage

29 Kingman Road Block 701 Lot 15 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage

31 Kingman Road Block 701 Lot 14 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage

34 Kingman Road Block 704 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house

35 Kingman Road Block 701 Lot 13 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage

37 Kingman Road Block 701 Lot 12 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage

44 Kingman Road Block 704 Lot 5 Contributing; Outbuildings: 1 detached Non-Contributing garage

45 Kingman Road Block 701 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

50 Kingman Road Block 704 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

62 Montrose Avenue Block 416 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

63 Montrose Avenue Block 408 Lot 15
Circa 1875 Shingle Style residential structure omitted from Nomination - Should be added to MPHD

63 Montrose Avenue is a 2-1/2 story, 2 bay, irregular plan, Shingle style, wood frame, residential building. Constructed c. 1875, the wood shingle-clad house has a gambrel roof, cross gambrel dormers, semi-hexagonal bay windows on the second floor, and an elaborate doric column-supported wrap around porch. The main entry to the porch is topped by a pediment containing a screened arch. The porch is punctuated at its right corner with an engaged hexagonal gazebo. A decorative geometrical boarded pattern is situated to the left of the front entry. Fenestration is ornamented with hexagonal mullions in the upper sash over a single lower sash. In 1911, the property was owned by Mrs. H. B. Thomas. Legend has it, that Herman Melville's daughter resided at this home for a period of time and that Melville would visit her at this address, disembarking at the Mountain Station.

73 Montrose Avenue Non-Contributing Recent Construction

77 Montrose Avenue Non-Contributing Recent Construction
128 Montrose Avenue Block 507 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
140 Montrose Avenue Block 507 Lot 14 Key; Outbuildings: 1 stylistically similar detached Contributing garage
150 Montrose Avenue Block 507 Lot 15 Non-Contributing; Outbuildings: 0
151 Montrose Avenue Block 504 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
170 Montrose Avenue Block 507 Lot 16 Key; Outbuildings: 0
190 Montrose Avenue Block 507 Lot 17 Non-Contributing; Outbuildings: 0
206 Montrose Avenue (AKA 414 Charlton Avenue) Block 508 Lot 9 Key; Outbuildings: 1 stylistically similar detached Contributing garage
221 Montrose Avenue Block 506 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
231 Montrose Avenue Block 506 Lot 11 Non-Contributing; Outbuildings: 0
240 Montrose Avenue Block 508 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
245 Montrose Avenue Block 506 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
251 Montrose Avenue Block 604 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
260 Montrose Avenue Block 509 Lot 12 Contributing; Outbuildings: 0
265 Montrose Avenue Block 604 Lot 26 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
270 Montrose Avenue Block 509 Lot 13 Contributing; Outbuildings: 0
281 Montrose Avenue Block 604 Lot 25 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
303 Montrose Avenue Block 604 Lot 24 Contributing; Outbuildings: 0
315 Montrose Avenue Block 604 Lot 23 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
322 Montrose Avenue Block 603 Lot 5 Contributing; Outbuildings: 0
323 Montrose Avenue Block 604 Lot 22 Contributing; Outbuildings: 0
340 Montrose Avenue Block 603 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
341 Montrose Avenue Block 604 Lot 21 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
344 Montrose Avenue Block 603 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
349 Montrose Avenue Block 604 Lot 20 Contributing; Outbuildings: 1 stylistically similar Contributing carriage house
350 Montrose Avenue Block 603 Lot 8 Contributing; Outbuildings: 1 detached Non-Contributing garage

357 Montrose Avenue Block 604 Lot 19 Contributing; Outbuildings: 1 stylistically similar Contributing carriage house
358 Montrose Avenue Block 603 Lot 9 Contributing; Outbuildings: 1 detached Non-Contributing garage
366 Montrose Avenue Block 603 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
367 Montrose Avenue Block 604 Lot 18 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
371 Montrose Avenue Block 604 Lot 17 Contributing; Outbuildings: 0
376 Montrose Avenue Block 603 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
379 Montrose Avenue Block 604 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
382 Montrose Avenue Block 603 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
765 Mosswood Avenue Block 606 Lot 4 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
769 Mosswood Avenue Block 606 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
22 Park Place Block 1009 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
28 Park Place Block 1009 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
32 Park Place Block 1009 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage *The detached garage has since been demolished – date unknown. An attached garage was added circa 2018.*
36 Park Place Block 1009 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
40 Park Place Block 1009 Lot 6 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
46 Park Place Block 1009 Lot 7 Contributing; Outbuildings: 0
50 Park Place Block 1009 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
58 Park Place Block 1009 Lot 9 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
60 Park Place Block 1009 Lot 10 Contributing; Outbuildings: 0
62 Park Place Block 1009 Lot 11 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
72 Park Place Block 1009 Lot 12 Non-Contributing; Outbuildings: 0
82 Park Place Block 1009 Lot 13 Non-Contributing; Outbuildings: 0
86 Park Place Block 1009 Lot 14 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
88 Park Place Block 1009 Lot 15 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
90 Park Place Block 1009 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
510 Patricia Court Block 702 Lot 24 Non-Contributing; Outbuildings: 0
515 Patricia Court Block 702 Lot 27 Non-Contributing; Outbuildings: 0

520 Patricia Court Block 702 Lot 25 Non-Contributing; Outbuildings: 0
525 Patricia Court Block 702 Lot 26 Non-Contributing; Outbuildings: 0
57 Ralston Avenue Block 1001 Lot 13 Contributing; Outbuildings: 0
62 Ralston Avenue Block 1004 Lot 2 Contributing; Outbuildings: 0
66 Ralston Avenue Block 1004 Lot 3 Contributing; Outbuildings: 0
70 Ralston Avenue Block 1004 Lot 4 Contributing; Outbuildings: 0
71 Ralston Avenue Block 1001 Lot 12 Contributing; Outbuildings: 0
74 Ralston Avenue Block 1004 Lot 5 Contributing; Outbuildings: 0
75 Ralston Avenue Block 1001 Lot 11 Non-Contributing; Outbuildings: 0
114 Ralston Avenue Block 1007 Lot 2 Contributing; Outbuildings: 0
120 Ralston Avenue Block 1007 Lot 3 Contributing; Outbuildings: 0
127 Ralston Avenue Block 1002 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
130 Ralston Avenue Block 1007 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
137 Ralston Avenue Block 1002 Lot 15 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
144 Ralston Avenue Block 1007 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
147 Ralston Avenue Block 1002 Lot 14 Contributing; Outbuildings: 0
154 Ralston Avenue Block 1007 Lot 6 Contributing; Outbuildings: 0
157 Ralston Avenue Block 1002 Lot 13 Non-Contributing; Outbuildings: 0
162 Ralston Avenue Block 1007 Lot 7 Non-Contributing; Outbuildings: 0
163 Ralston Avenue Block 1002 Lot 12 Contributing; Outbuildings: 1 detached Non-Contributing garage
166 Ralston Avenue Block 1007 Lot 8 Key; Outbuildings: 0
170 Ralston Avenue Block 1007 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
176 Ralston Avenue Block 1007 Lot 10 Non-Contributing; Outbuildings: 0
65 Randolph Place Block 407 Lot 2 - *Randolph Manor Apartments Circa 1920 - A portion of this property is in Orange, NJ. It was not included on the initial nomination for MPHD, but is noted as a potential historic structure in CREC 1986 #0719-153*
50 Raymond Avenue Block 1001 Lot 1 Non-Contributing; Outbuildings: 0
58 Raymond Avenue Block 1001 Lot 2 Non-Contributing; Outbuildings: 0

64 Raymond Avenue Block 1001 Lot 3 Non-Contributing; Outbuildings: 0
72 Raymond Avenue Block 1001 Lot 4 Non-Contributing; Outbuildings: 0
103 Raymond Avenue Block 1104 Lot 24 Contributing; Outbuildings: 0
104 Raymond Avenue Block 1002 Lot 1 Contributing; Outbuildings: 0
111 Raymond Avenue Block 1104 Lot 23 Contributing; Outbuildings: 0
112 Raymond Avenue Block 1002 Lot 2 Key; Outbuildings: 0
115 Raymond Avenue Block 1104 Lot 22 Contributing; Outbuildings: 0
116 Raymond Avenue Block 1002 Lot 3 Non-Contributing; Outbuildings: 0
121 Raymond Avenue Block 1104 Lot 21 Contributing; Outbuildings: 0
128 Raymond Avenue Block 1002 Lot 4 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
131 Raymond Avenue Block 1104 Lot 20 Non-Contributing; Outbuildings: 0
140 Raymond Avenue Block 1002 Lot 5 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
141 Raymond Avenue Block 1104 Lot 19 Non-Contributing; Outbuildings: 0
151 Raymond Avenue Block 1104 Lot 14 Non-Contributing; Outbuildings: 0
157 Raymond Avenue Block 1104 Lot 13 Non-Contributing; Outbuildings: 0
158 Raymond Avenue Block 1002 Lot 6 Contributing; Outbuildings: 0
159 Raymond Avenue Block 1104 Lot 12 Non-Contributing; Outbuildings: 0
204 Raymond Avenue Block 1003 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
201 Raymond Avenue Block 1105 Lot 17 Contributing; Outbuildings: 0
217 Raymond Avenue Block 1105 Lot 16 Contributing; Outbuildings: 0
227 Raymond Avenue Block 1105 Lot 15 Non-Contributing; Outbuildings: 0
228 Raymond Avenue Block 1003 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
230 Raymond Avenue Block 1003 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
234 Raymond Avenue Block 1003 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
237 Raymond Avenue Block 1105 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
251 Raymond Avenue (Mislabeled in National Register as 259) Block 1105 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
260 Raymond Court Block 1104 Lot 15 Non-Contributing; Outbuildings: 0

261 Raymond Court Block 1104 Lot 18 Non-Contributing; Outbuildings: 0
270 Raymond Court Block 1104 Lot 16 Non-Contributing; Outbuildings: 0
271 Raymond Court Block 1104 Lot 17 Non-Contributing; Outbuildings: 0
59 Scotland Road Block 1005 Lot 4 Key; Outbuildings: 0 - *The Connett Library*
64 Scotland Road Block 1007 Lot 44 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
65 Scotland Road Block 1005 Lot 3 Non-Contributing; Outbuildings: 0
68 Scotland Road Block 1007 Lot 43 Contributing; Outbuildings: 1 detached Non-Contributing garage
103 Scotland Road Block 1004 Lot 7 Contributing; Outbuildings: 1
104 Scotland Road Block 1007 Lot 45 Contributing; Outbuildings: 0
106 Scotland Road Block 1007 Lot 46 Non-Contributing; Outbuildings: 0
115 Scotland Road Block 1004 Lot 6 Non-Contributing; Outbuildings: 0
116 Scotland Road Block 1007 Lot 1 Contributing; Outbuildings: 0
150 Scotland Road Block 1002 Lot 17 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
151 Scotland Road Block 1001 Lot 10 Non-Contributing; Outbuildings: 0
163 Scotland Road Block 1001 Lot 9 Non-Contributing; Outbuildings: 0
169 Scotland Road Block 1001 Lot 8 Non-Contributing; Outbuildings: 0
170 Scotland Road Block 1002 Lot 18 Non-Contributing; Outbuildings: 0 - The Oheb Shalom Congregation
175 Scotland Road Block 1001 Lot 7 Contributing; Outbuildings: 0
179 Scotland Road Block 1001 Lot 6 Contributing; Outbuildings: 0
185 Scotland Road Block 1001 Lot 5 Non-Contributing; Outbuildings: 0
255 Scotland Road Block 1101 Lot 34 Key; Outbuildings: 0
265 Scotland Road Block 1101 Lot 33 Key; Outbuildings: 1 detached Non-Contributing garage
266 Scotland Road Block 1104 Lot 25 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
273 Scotland Road Block 1101 Lot 32 Contributing; Outbuildings: 0
276 Scotland Road Block 1104 Lot 26 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
279 Scotland Road Block 1101 Lot 31 Contributing; Outbuildings: 0
282 Scotland Road Block 1104 Lot 27 Contributing; Outbuildings: 1 detached Non-Contributing garage

287 Scotland Road Block 1101 Lot 30 Non-Contributing; Outbuildings:
292 Scotland Road Block 1104 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
297 Scotland Road Block 1101 Lot 29 Non-Contributing; Outbuildings: 0
303 Scotland Road Block 1101 Lot 28 Contributing; Outbuildings: 0
314 Scotland Road Block 1102 Lot 17 Contributing; Outbuildings: 0
315 Scotland Road Block 1101 Lot 27 Non-Contributing; Outbuildings: 0
321 Scotland Road Block 1101 Lot 26 Non-Contributing; Outbuildings: 0
324 Scotland Road Block 1102 Lot 1 & 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
331 Scotland Road Block 1101 Lot 25 Non-Contributing; Outbuildings: 0
341 Scotland Road Block 1101 Lot 24 Non-Contributing; Outbuildings: 0
355 Scotland Road Block 1101 Lot 23 Contributing; Outbuildings: 0
361 Scotland Road Block 1101 Lot 22 Contributing; Outbuildings: 0
369 Scotland Road Block 1101 Lot 21 Key; Outbuildings: 1 stylistically similar detached Contributing garage
425 Scotland Road (Mailing address 445 Scotland Road) Block 416 Lots 3, 8 & 9 Key Outbuildings: 1 detached modern school building - *The Graves Mansion & STEM Academy of the Oranges*
432 Scotland Road Block 507 Lot 11 & 12 Key; Outbuildings: 1 non-contributing synagogue Non-Contributing - *Kip-Riker Mansion/Temple Sharey Tefilo-Israel* **SHPO ID #78** **COE: 6/6/1997**
310 Self Place Block 602 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
311 Self Place Block 601 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
315 Self Place Block 601 Lot 12 Non-Contributing; Outbuildings: 0
319 Self Place Block 601 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
320 Self Place Block 602 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
209 South Orange Avenue (Previously known as 219 South Orange Avenue) Block 1007 Lot 13 Key; Outbuildings: 0 - *The Old Stone House* **SHPO ID #1364** **COE: 1/22/1991** **SR: 10/4/1991** **NR: 11/22/1991 (NR Reference #87001333)**
301 South Orange Avenue Block 1009 Lot 1 Non-Contributing; Outbuildings: 0
305 South Orange Avenue Block 1009 Lot 33 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage

309 South Orange Avenue Block 1009 Lot 32 Non-Contributing; Outbuildings: 0
319 South Orange Avenue Block 1009 Lot 31 Non-Contributing; Outbuildings: 0
351 South Orange Avenue Block 1008 Lot 1 Contributing; Outbuildings: 0 - *Grove Park is an 8.09 acre park*
437 South Orange Avenue Block 902 Lot 20 Contributing; Outbuildings: 0
439 South Orange Avenue Block 902 Lot 19 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
443 South Orange Avenue Block 902 Lot 18 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
447 South Orange Avenue Block 902 Lot 17 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
451 South Orange Avenue Block 902 Lot 16 Contributing; Outbuildings: 0
455 South Orange Avenue Block 902 Lot 15 Contributing; Outbuildings: 0
483 South Orange Avenue Block 903 Lot 18 Contributing; Outbuildings: 0
491 South Orange Avenue Block 903 Lot 17 Non-Contributing; Outbuildings: 0
497 South Orange Avenue Block 903 Lot 16 Key; Outbuildings: 0 – *The Abel Ward House*
505 South Orange Avenue Block 904 Lot 19 Contributing; Outbuildings: 0
511 South Orange Avenue Block 904 Lot 18 Non-Contributing; Outbuildings: 0
519 South Orange Avenue Block 904 Lot 17 Non-Contributing; Outbuildings: 0
525 South Orange Avenue Block 904 Lot 15 Non-Contributing; Outbuildings: 0
551 South Orange Avenue Block 701 Lot 1 Non-Contributing; Outbuildings: 0
557 South Orange Avenue Block 701 Lot 21 Non-Contributing; Outbuildings: 0
561 South Orange Avenue Block 701 Lot 20 Non-Contributing; Outbuildings: 0
567 South Orange Avenue Block 701 Lot 19 Non-Contributing; Outbuildings: 0
571 South Orange Avenue Block 701 Lot 18 Non-Contributing; Outbuildings: 0
5 Stanley Road Block 704 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
6 Stanley Road Block 705 Lot 1 Contributing; Outbuildings: 0
8 Stanley Road Block 705 Lot 2 Contributing; Outbuildings: 0
10 Stanley Road Block 705 Lot 3 Contributing; Outbuildings: 0
14 Stanley Road Block 705 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
15 Stanley Road Block 704 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

20 Stanley Road Block 705 Lot 5 Non-Contributing; Outbuildings: 1 detached Contributing garage
25 Stanley Road Block 704 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
26 Stanley Road Block 705 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
33 Stanley Road Block 704 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached garageContributing
34 Stanley Road Block 705 Lot 7 Contributing; Outbuildings: 1 detached Non-Contributing garage
39 Stanley Road Block 704 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
40 Stanley Road Block 705 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
48 Stanley Road Block 705 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
51 Stanley Road Block 704 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
52 Stanley Road Block 705 Lot 10 Non-Contributing; Outbuildings: 0
53 Stanley Road Block 704 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
60 Stanley Road Block 705 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
66 Stanley Road Block 705 Lot 12 Contributing; Outbuildings: 0
50 Stewart Place Block 1101 Lot 17 Contributing; Outbuildings: 0
53 Stewart Place Block 416 Lot 1 Non-Contributing; Outbuildings: 0
58 Stewart Place Block 1101 Lot 18 Contributing; Outbuildings: 0
59 Stewart Place Block 416 Lot 11 Contributing; Outbuildings: 0
62 Stewart Place Block 1101 Lot 19 Contributing; Outbuildings: 0
63 Stewart Place Block 416 Lot 10 Non-Contributing; Outbuildings: 0
111 Turrell Avenue Block 1102 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
116 Turrell Avenue Block 1104 Lot 2 Contributing; Outbuildings: 1 detached Non-Contributing garage
126 Turrell Avenue Block 1104 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
134 Turrell Avenue Block 1104 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
135 Turrell Avenue Block 1102 Lot 15 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
138 Turrell Avenue Block 1104 Lot 5 Non-Contributing; Outbuildings: 0
139 Turrell Avenue Block 1102 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
140 Turrell Avenue Block 1104 Lot 6 Non-Contributing; Outbuildings: 0

147 Turrell Avenue Block 1102 Lot 13 Contributing; Outbuildings: 0
148 Turrell Avenue Block 1104 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
152 Turrell Avenue Block 1104 Lot 8 Non-Contributing; Outbuildings: 0
155 Turrell Avenue Block 1102 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing carriage house
165 Turrell Avenue Block 1102 Lot 11 Non-Contributing; Outbuildings: 0
170 Turrell Avenue Block 1104 Lot 9 Contributing; Outbuildings: 0
175 Turrell Avenue Block 1102 Lot 10 Non-Contributing; Outbuildings: 0
201 Turrell Avenue Block 1103 Lot 22 Non-Contributing; Outbuildings: 0
211 Turrell Avenue Block 1103 Lot 21 Non-Contributing; Outbuildings: 0
217 Turrell Avenue Block 1103 Lot 20 Contributing; Outbuildings: 1 detached Non-Contributing garage
218 Turrell Avenue Block 1105 Lot 2 Non-Contributing; Outbuildings: 0
220 Turrell Avenue Block 1105 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
227 Turrell Avenue Block 1103 Lot 19 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
230 Turrell Avenue Block 1105 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
237 Turrell Avenue Block 1103 Lot 18 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
240 Turrell Avenue Block 1105 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
245 Turrell Avenue Block 1103 Lot 17 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
246 Turrell Avenue Block 1105 Lot 6 Key; Outbuildings: 0
249 Turrell Avenue Block 1103 Lot 16 Contributing; Outbuildings: 0
250 Turrell Avenue Block 1105 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
261 Turrell Avenue Block 1103 Lot 15 Contributing; Outbuildings: 0
292 Turrell Avenue Block 1105 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
295 Turrell Avenue Block 1103 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
325 Turrell Avenue Block 601 Lot 23 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
329 Turrell Avenue Block 601 Lot 22 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
331 Turrell Avenue Block 601 Lot 21 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
333 Turrell Avenue Block 601 Lot 20 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

335 Turrell Avenue Block 601 Lot 19 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
340 Turrell Avenue Block 904 Lot 1 Contributing; Outbuildings: 1 detached Non-Contributing garage
346 Turrell Avenue Block 904 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
349 Turrell Avenue Block 601 Lot 18 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
350 Turrell Avenue Block 904 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
351 Turrell Avenue Block 601 Lot 17 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
353 Turrell Avenue Block 601 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
354 Turrell Avenue Block 904 Lot 4 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
355 Turrell Avenue Block 601 Lot 15 Contributing; Outbuildings: 0
356 Turrell Avenue Block 904 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
358 Turrell Avenue Block 904 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
359 Turrell Avenue Block 601 Lot 14 Contributing; Outbuildings: 0
360 Turrell Avenue Block 904 Lot 7 Contributing; Outbuildings: 1 detached Non-Contributing garage
364 Turrell Avenue Block 904 Lot 8 Contributing; Outbuildings: 0
366 Turrell Avenue Block 904 Lot 9 Contributing; Outbuildings: 1 detached Non-Contributing garage
367 Turrell Avenue Block 602 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
370 Turrell Avenue Block 904 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
371 Turrell Avenue Block 602 Lot 33 Non-Contributing; Outbuildings: 0
376 Turrell Avenue Block 904 Lot 11 Non-Contributing; Outbuildings: 0
377 Turrell Avenue Block 602 Lot 32 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
378 Turrell Avenue Block 904 Lot 12 Contributing; Outbuildings: 0
379 Turrell Avenue Block 602 Lot 31 Non-Contributing; Outbuildings: 0
382 Turrell Avenue Block 904 Lot 13 Contributing; Outbuildings: 0
384 Turrell Avenue Block 904 Lot 14 Non-Contributing; Outbuildings: 0
385 Turrell Avenue Block 602 Lot 30 Contributing; Outbuildings: 0
387 Turrell Avenue Block 602 Lot 29 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
391 Turrell Avenue Block 602 Lot 28 Non-Contributing; Outbuildings: 0

395 Turrell Avenue Block 602 Lot 27 Non-Contributing; Outbuildings: 0
3 University Court Block 1010 Lot 24 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
4 University Court Block 902 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
5 University Court Block 1010 Lot 23 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
11 University Court Block 1010 Lot 22 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
14 University Court Block 902 Lot 3 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
15 University Court Block 1010 Lot 21 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
17 University Court Block 1010 Lot 20 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
18 University Court Block 902 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
24 University Court Block 902 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
25 University Court Block 1010 Lot 19 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
28 University Court Block 902 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
29 University Court Block 1010 Lot 18 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
32 University Court Block 902 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
35 University Court Block 1010 Lot 17 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
39 University Court Block 1010 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
45 University Court Block 1010 Lot 15 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
49 University Court Block 1010 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
54 University Court Block 903 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
58 University Court Block 903 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
62 University Court Block 903 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
66 University Court Block 903 Lot 4 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
70 University Court Block 903 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
90 University Court Block 904 Lot 32 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
164 Vose Avenue Block 1001 Lot 14 Contributing; Outbuildings: 1 detached Non-Contributing garage
168 Vose Avenue Block 1001 Lot 15 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
172 Vose Avenue Block 1001 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

201 Vose Avenue Block 1207 Lot 1 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
204 Vose Avenue Block 1001 Lot 17 Contributing; Outbuildings: 0
205 Vose Avenue Block 1207 Lot 2 Contributing; Outbuildings: 0
212 Vose Avenue Block 1001 Lot 18 Non-Contributing; Outbuildings: 0
215 Vose Avenue Non-Contributing Recent Construction
223 Vose Avenue Block 1207 Lot 4 Contributing; Outbuildings: 0
225 Vose Avenue Block 1207 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
254 Vose Avenue Block 1101 Lot 1 Non-Contributing; Outbuildings: 0
255 Vose Avenue Block 1207 Lot 6 Non-Contributing; Outbuildings: 0
259 Vose Avenue Block 1207 Lot 7 Non-Contributing; Outbuildings: 0
260 Vose Avenue Block 1101 Lot 2 Non-Contributing; Outbuildings: 0
263 Vose Avenue Block 1207 Lot 8 Non-Contributing; Outbuildings: 0
269 Vose Avenue Block 1207 Lot 9 Contributing; Outbuildings: 0
270 Vose Avenue Block 1101 Lot 3 Contributing; Outbuildings: 0
271 Vose Avenue Block 1207 Lot 10 Non-Contributing; Outbuildings:
273 Vose Avenue Block 1207 Lot 11 Contributing; Outbuildings: 0
280 Vose Avenue Block 1101 Lot 4 Non-Contributing; Outbuildings: 0
285 Vose Avenue Block 1207 Lot 12 Contributing; Outbuildings: 0
287 Vose Avenue Block 1207 Lot 13 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
290 Vose Avenue Block 1101 Lot 5 Contributing; Outbuildings: 0
293 Vose Avenue Block 1207 Lot 14 Contributing; Outbuildings: 0
294 Vose Avenue Outside District/Non-Contributing
298 Vose Avenue Outside District/Non-Contributing
299 Vose Avenue Block 1207 Lot 15 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
303 Vose Avenue Block 1207 Lot 16 Contributing; Outbuildings: 0
304 Vose Avenue Outside District/Non-Contributing
307 Vose Avenue Block 1207 Lot 17 Contributing; Outbuildings: 0
310 Vose Avenue Outside District/Non-Contributing
315 Vose Avenue Outside District/Non-Contributing

316 Vose Avenue Outside District/Non-Contributing
319 Vose Avenue Outside District/Non-Contributing
323 Vose Avenue Outside District/Non-Contributing
324 Vose Avenue Outside District/Non-Contributing
327 Vose Avenue Outside District/Non-Contributing
328 Vose Avenue Outside District/Non-Contributing
331 Vose Avenue Outside District/Non-Contributing
332 Vose Avenue Outside District/Non-Contributing
337 Vose Avenue Outside District/Non-Contributing
340 Vose Avenue Outside District/Non-Contributing
344 Vose Avenue Block 1101 Lot 15 Contributing; Outbuildings: 0
353 Vose Avenue Outside District/Non-Contributing
361 Vose Avenue Outside District/Non-Contributing
367 Vose Avenue Block 1207 Lot 27 Contributing; Outbuildings: 1 detached Non-Contributing garage
370 Vose Avenue Block 1101 Lot 16 Contributing; Outbuildings: 0
377 Vose Avenue Block 1207 Lot 28 Contributing; Outbuildings: 0
403 Vose Avenue Block 415 Lot 2 Non-Contributing; Outbuildings: 0
407 Vose Avenue Block 415 Lot 1 Contributing; Outbuildings: 0
412 Vose Avenue Block 416 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
417 Vose Avenue Non-Contributing New Construction
425 Vose Avenue Block 415 Lot 4 Key; Outbuildings: 1 stylistically similar detached Contributing carriage house
432 Vose Avenue Block 416 Lot 3 Contributing; Outbuilding: 0 - Graves Mansion Carriage House *DEMOLISHED Date unknown*
433 Vose Avenue Block 415 Lot 5 Contributing; Outbuildings: 2 stylistically similar detached Contributing cottages
444 Vose Avenue Block 416 Lot 5 Non-Contributing; Outbuildings: 0
448 Vose Avenue Block 416 Lot 6 Non-Contributing; Outbuildings: 0
449 Vose Avenue Block 415 Lot 6 Key; Outbuildings: 0 - *Mountain Railroad Station* **SHPO ID #1361** **SR: 3/17/1984** **NR: 9/29/1984 (NR Reference #84002656)** **Mountain Railroad Station also contributes to the Old Main Delaware, Lackawanna and Western Railroad Historic District**
9 Warren Court Block 903 Lot 15 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

10 Warren Court Block 904 Lot 20 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
11 Warren Court Block 903 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
16 Warren Court Block 904 Lot 21 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
18 Warren Court Block 904 Lot 22 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
20 Warren Court Block 904 Lot 23 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
25 Warren Court Block 903 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
29 Warren Court Block 903 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
30 Warren Court Block 904 Lot 24 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
33 Warren Court Block 903 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
36 Warren Court Block 904 Lot 25 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
37 Warren Court Block 903 Lot 10 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
41 Warren Court Block 903 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
42 Warren Court Block 904 Lot 26 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
45 Warren Court Block 903 Lot 8 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
46 Warren Court Block 904 Lot 27 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
48 Warren Court Block 904 Lot 28 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
49 Warren Court Block 903 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
50 Warren Court Block 904 Lot 29 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
54 Warren Court Block 904 Lot 30 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
55 Warren Court Block 903 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
56 Warren Court Block 904 Lot 31 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
215 Warwick Avenue Block 505 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
224 Warwick Avenue Block 506 Lot 4 Contributing; Outbuildings: 0
227 Warwick Avenue Block 505 Lot 4 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
231 Warwick Avenue Block 505 Lot 5 Contributing; Outbuildings: 0
255 Warwick Avenue Block 606 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
257 Warwick Avenue Block 607 Lot 1 Key; Outbuildings: 1 detached Non-Contributing garage

260 Warwick Avenue (AKA 550 Grove Terrace) Block 605 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
306 Warwick Avenue Block 605 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
315 Warwick Avenue Block 607 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
320 Warwick Avenue Block 605 Lot 8 Contributing; Outbuildings: 1 detached Non-Contributing garage
321 Warwick Avenue Block 607 Lot 3 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
327 Warwick Avenue Block 607 Lot 4 Contributing; Outbuildings: 0
334 Warwick Avenue Block 605 Lot 9 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
338 Warwick Avenue Block 605 Lot 10 Contributing; Outbuildings: 0
339 Warwick Avenue Block 607 Lot 5 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
342 Warwick Avenue Block 605 Lot 11 Contributing; Outbuildings: 0
343 Warwick Avenue Block 607 Lot 6 Non-Contributing; Outbuildings: 1 detached Non-Contributing garage
351 Warwick Avenue Block 607 Lot 7 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
356 Warwick Avenue Block 605 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
360 Warwick Avenue Block 605 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage . *This property suffered extensive damage due to fire on March 18, 2018 and warrants further research to determine if it would retain its 1996 Contributing status.*
361 Warwick Avenue Block 607 Lot 8 Non-Contributing; Outbuildings: 0
362 Warwick Avenue Block 605 Lot 14 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
365 Warwick Avenue Block 607 Lot 9 Key; Outbuildings: 0 - *The William E. Lehman House* *The former Carriage House for this property still exists, located at 182 Stirling Avenue, Orange, NJ*
366 Warwick Avenue Block 605 Lot 15 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
373 Warwick Avenue Block 607 Lot 10 Contributing; Outbuildings: 0
375 Warwick Avenue Block 607 Lot 11 Contributing; Outbuildings: 0
378 Warwick Avenue Block 605 Lot 16 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
384 Warwick Avenue Block 605 Lot 17 Contributing; Outbuildings: 0
2 Woodland Crescent Block 509 Lot 9 Contributing; Outbuildings: 0
3 Woodland Crescent Block 509 Lot 8 Contributing; Outbuildings: 0
4 Woodland Crescent Block 509 Lot 7 Contributing; Outbuildings: 0
5 Woodland Crescent Block 509 Lot 6 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage

6 Woodland Crescent Block 509 Lot 5 Contributing; Outbuildings: 0
367 Woodland Place Block 508 Lot 15 Contributing; Outbuildings: 0
368 Woodland Place Block 509 Lot 2 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
373 Woodland Place Block 508 Lot 14 Contributing; Outbuildings: 0
374 Woodland Place Block 509 Lot 3 Contributing; Outbuildings: 1 detached Non-Contributing garage
382 Woodland Place Block 509 Lot 4 Contributing; Outbuildings: 1 detached Non-Contributing garage
385 Woodland Place Block 508 Lot 13 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
391 Woodland Place Block 508 Lot 12 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
396 Woodland Place Block 509 Lot 10 Contributing; Outbuildings: 0
400 Woodland Place Block 509 Lot 11 Contributing; Outbuildings: 1 stylistically similar detached Contributing garage
403 Woodland Place Block 508 Lot 11 Contributing; Outbuildings: 0

Potential Historic Districts of South Orange	
Hillside Place District	**CREC 1986 ID# D-1**
Meeker Street Historic District	**CREC 1986 ID# D-2**
North Ridgewood Road Historic District	**CREC 1986 ID# D-4**
Riggs Place Historic District	**CREC 1986 ID# D-6**
South Orange Central Business District Roughly bounded by Tylor Plaza, County Rte. 510, Church and Sloan Streets, County Rte. 638 and Prospect Street.	**SHPO ID#5193** **SHPO Opinion: 8/12/1993**
South Ridgewood Road Historic District	**CREC 1986 ID# D-7**
Tuxedo Park Historic District	
Newstead Historic District	

CREC 1986: CULTURAL RESOURCES OF ESSEX COUNTY 1986

Potential Individual Historic Sites
Listed by Neighborhood & Potential Historic District Location

Source: Township of South Orange Village
Source: Cultural Resources of Essex County 1986 (CREC 1986)

Academy Heights & Village Colonials Neighborhoods

Prospect Street Historic District
CREC 1986 ID# D-5

(Potential Alternate Name: Academy Heights Historic District)

The potential Prospect Street Historic District is located in the south central part of the city. It is bounded on the north by South Orange Avenue, on the east by Tichenor Avenue, on the south by the rear property line of the lots or Roland Avenue, and on the west by the railroad track with the exception of Third Street. Properties are also located on Academy Street, Milligan Place, Montague Place, Prospect Place, Prospect Street, Sloan Street, South Centre Street, Valley Street, First, Second, and Third Streets. Of the 56 surveyed buildings, 1 is a church, 1 is a railroad station, one is a firehouse and 53 are houses. 87% of the buildings in the district have retained a good to excellent level of integrity. The remaining 13%, although somewhat altered, have retained a fair level of integrity.

Architectural styles represented by the surveyed buildings include Gothic Revival, Queen Anne, vernacular eclectic, Colonial Revival, French Second Empire, classicizing, Greek Revival, Carpenter Gothic, Romanesque Revival, and Spanish eclectic, in descending order of frequency. Particularly notable examples of several of the styles include: a Queen Anne building at 152 Prospect Street (#0719-127).

The potential district is distinct from surrounding neighborhoods by virtue of the age and quality of its architectural work. The structures on surrounding streets are generally smaller in scale, less well maintained, more recent and/or commercial.

The significance of the potential Prospect Street Historic District is both historical and architectural. Several of the houses on Milligan Place and Second Street between Academy and Prospect Streets were built by Luther Milligan on land purchased from James Hughes in 1871. The September 1871 issue of the South Orange Bulletin describes Milligan's development as "a first important step" to popularize South Orange property.

Spanning the years 1841 to 1929, the architectural stock of the district represents 88 years of development of settlement patterns, architectural tastes, and building techniques in South Orange's (sic) history. Each member of the district is a tangible link with an earlier era.

Note: The Railroad Station will be proposed for the Central Business Historic District

Address	Neighborhood	Year Built	Block	Lot
158 Academy Street #0719-001 CREC 1986	Academy Heights	Circa 1925	2009	3
314 Academy Street #0719-002 CREC 1986	Academy Heights	1900	2204	49
317 Academy Street #0719-003 CREC 1986	Academy Heights	1904	2201	12
366 Academy Street #0719-004 CREC 1986	Academy Heights	Circa 1872	2204	25
108 Milligan Place #0719-096 CREC 1986	Academy Heights	1885	2011	3
111 Milligan Place #0719-097 CREC 1986 Incorrectly listed as 109 in CREC	Academy Heights	1854	2013	10
112-116 Milligan Place #0719-098 CREC 1986	Academy Heights	Circa 1920	2011	4 & 5
120 Milligan Place #0719-099 CREC 1986	Academy Heights	1855	2011	6
122 Milligan Place #0719-100 CREC 1986	Academy Heights	1873	2011	7
167 Montague Place #0719-101 CREC 1986	Village Colonials	1893	2015	21
174 Montague Place #0719-102 CREC 1986	Village Colonials	Circa 1890	2015	19
127 Prospect Place #0719-122 CREC 1986	Academy Heights	Circa 1905	2211	18
102 Prospect Street #0719-124 CREC 1986	Academy Heights	1888	2017	18
104-106 Prospect Street #0719-125 CREC 1986	Academy Heights	Circa 1890	2017	17
142 Prospect Street #0719-126 CREC 1986	Academy Heights	1900	2017	2
152 Prospect Street #0719-127 CREC 1986	Academy Heights	1873	2017	1
155 Prospect Street #0719-128 CREC 1986	Academy Heights	1855	2009	9
163 Prospect Street #0719-129 CREC 1986 Owned by Our Lady of Sorrows	Academy Heights	1900	2009	10
206 Prospect Street #0719-130 CREC 1986	Academy Heights	1900	2015	4
211 Prospect Street #0719-131 CREC 1986	Academy Heights	Circa 1900	2008	12
220 Prospect Street (Elks Club) #0719-132 CREC 1986 Incorrectly listed as 216 in CREC	Academy Heights	Circa 1900	2015	2
217 Prospect Street #0719-133 CREC 1986 Church of Our Lady of Sorrows	Academy Heights	1929	2009	1
219 Prospect Street #0719-134 CREC 1986	Academy Heights	Circa 1905	2008	13

225 Prospect Street #0719-135 CREC 1986	Academy Heights	Circa 1875	2008	14
237 Prospect Street #0719-137 CREC 1986	Academy Heights	1879	2008	16
305 Prospect Street #0719-138 CREC 1986	Academy Heights	1897	2204	5
311 Prospect Street #0719-139 CREC 1986	Academy Heights	1895	2204	6
319 Prospect Street #0719-140 CREC 1986	Academy Heights	1898	2204	7
86 Roland Avenue #0719-170 CREC 1986	Academy Heights	Circa 1910	2210	8
106 Roland Avenue #0719-171 CREC 1986	Academy Heights	Circa 1875	2211	2
7 Second Street #0719-251 CREC 1986	Academy Heights	Circa 1850	1906	1
9 Second Street #0719-252 CREC 1986	Academy Heights	Circa 1877	1906	14
60-62 Second Street #0719-255 CREC 1986	Academy Heights	Circa 1909	2004	5
63 Second Street #0719-256 CREC 1986	Academy Heights	Circa 1883	2006	12
70 Second Street #0719-257 CREC 1986	Academy Heights	Circa 1889	2004	7
78 Second Street #0719-258 CREC 1986	Academy Heights	Circa 1844	2004	10
101 Second Street #0719-259 CREC 1986	Academy Heights	Circa 1900	2011	1
102 Second Street #0719-260 CREC 1986	Academy Heights	Circa 1850	2010	3
107 Second Street #0719-261 CREC 1986	Academy Heights	1884	2011	14
111 Second Street #0719-262 CREC 1986	Academy Heights	1878	2011	13
114 Second Street #0719-263 CREC 1986	Academy Heights	Circa 1860	2010	6
115 Second Street #0719-264 CREC 1986	Academy Heights	1878	2011	12
48 Third Street #0719-266 CREC 1986	Academy Heights	Circa 1903	2301	56
52 Third Street #0719-267 CREC 1986	Academy Heights	Circa 1890	2301	55
131 Third Street #0719-269 CREC 1986	Academy Heights	Circa 1903	210	11
133 Third Street #0719-270 CREC 1986	Academy Heights	Circa 1850	210	10
116 Valley Street #0719-222 CREC 1986	Academy Heights	Circa 1850	2004	2
219 Valley Street South Orange Storage/ Flexible Warehousing	Academy Heights	Circa 1927	2303	5

South Orange Central Business District

(ID#5193)

Roughly bounded by Tylor Plaza, County Rte. 510, Church and Sloan Streets, County Rte. 638 and Prospect Street.

SHPO Opinion: 8/12/1993

Address	Neighborhood	Year Built	Block	Lot
10 North Ridgewood Road Ridgewood Commons Apartment Building	Central Business District	1938	1904	1
19 Sloan Street #0719-187 CREC 1986 SHPO ID #1362 SR: 3/17/1984 NR: 6/22/1984 (NR Reference #84002669) South Orange Railroad Station	Central Business District & Old Main Delaware, Lackawanna and Western Railroad Historic District	1916	1900	
52 Sloan Street #0719-250 CREC 1986 South Orange Fire Station	Central Business District	1925	1906	3
14 South Orange Avenue #0719-191 CREC 1986 Bunny's Pizzeria	Central Business District	1920	1908	7
18 South Orange Avenue #0719-192 CREC 1986 Former Town Hall Delicatessen Now Chase Bank	Central Business District	Circa 1920	1908	8
19-21 South Orange Avenue #0719-193 CREC 1986 Kitchen A La Mode & Village Trattoria	Central Business District	1900	1909	6
88 South Orange Avenue #0719-195 CREC 1986 First Presbyterian & Trinity Church	Central Business District	1881	2014	1
101 South Orange Avenue #0719-196 CREC 1986 Former South Orange Village Hall	Central Business District	Built 1894	1007	25
115-119 South Orange Avenue #0719-197 CREC 1986 Baum Building	Central Business District	Circa 1920	1007	23-24
150 South Orange Avenue #0719-200 CREC 1986 South Orange United Methodist Church	Central Business District	1901	2021	1
14 Prospect Street #0719-123 CREC 1986 Owned by Methodist Church	Central Business District (Potentially could be Prospect St HD, but better suited to CBD)	Circa 1890	2021	1

103 Valley Street The First Baptist Church	Central Business District (Is nearby Academy Heights, but better suited to CBD)	Circa 1909	1905	6
160 West South Orange Avenue #0719-201 CREC 1986 Episcopal Church of St. Andrew & Holy Communion	Central Business District	Circa 1860	1901	15
31 Vose Avenue South Orange Post Office	Central Business District	1936	1909	10

Lower & Upper Wyoming

North Ridgewood Road Historic District
CREC 1986 ID# D-4

The potential North Ridgewood Road Historic District is located in the northwest quadrant of the city. It is bounded on the north by the rear property line of the lots on the north side of Melrose Place, on the east by the rear property line of the lots on the east side of North Ridgewood Road, on the south by Beech Spring Road, and on the west by Wyoming Avenue. Of the 11 surveyed structures, 10 are residences and 1 is a former residence now used by the Orange Lawn Tennis Club (#0719-305). All have maintained a good to excellent level of integrity.

Architectural styles represented by the surveyed buildings include Colonial Revival and Tudor Revival, in descending order of frequency, and single examples of vernacular farmhouse, Queen Anne, Shingle Style, Craftsman/Tudor Revival, Mediterranean villa, Chateauesque, and Craftsman influenced buildings. The earliest building is a vernacular farmhouse (#0719-167, 167 North Ridgewood Road). The brownstone first story was built by Henry Squier circa 1774. One of the most recent structures is the unusual Craftsman/Tudor Revival influenced house at the corner of North Ridgewood Road and Beech Spring Road (#0719-117) whose eclectic features include steeply pitched gables, overhanging eaves, and the use of natural materials. The former William Redmond Estate (#0719-116, 305 North Ridgewood Road), now part of the Orange Lawn Tennis Club, is one of the most elaborate "manor" houses in the district and is perhaps the only structure situated on a large parcel of land. 282 Melrose Place (#0719-282), a Colonial Revival house with a Palladian window and classicizing ornamentation, is a fine example of the style most typical of the district.

The potential district is distinct from surrounding neighborhoods by virtue of the age and quality of its architectural work. The structures on surrounding streets are generally smaller in scale, less well maintained, more recent and/or commercial.

The significance of the potential North Ridgewood Road Historic District is both historical and architectural. Spanning the years circa 1774 to circa 1910, it represents 135 years in the development of settlement patterns, architectural tastes, and building techniques in South Orange's history. Each member of the district is a tangible link with an earlier era.

Address	Neighborhood	Year Built	Block	Lot
14 Glenside Road #0719-038 CREC 1986	Lower Wyoming	Circa 1890	302	30
20 Glenside Road #0719-039 CREC 1986	Lower Wyoming	1913	302	32
282 Melrose Place #0719-091 CREC 1986	Lower Wyoming	1896	302	24
356 Melrose Place #0719-092 CREC 1986	Lower Wyoming	1892	302	19
363 Melrose Place #0719-093 CREC 1986	Lower Wyoming	1910	305	9
393 Melrose Place #0719-094 CREC 1986	Lower Wyoming	1927	305	12
400 Melrose Place #0719-095 CREC 1986	Lower Wyoming	1916	302	8
105 North Ridgewood Road #0719-117 CREC 1986	Lower Wyoming	1905	1302	1
167 North Ridgewood Road The Squier Farmhouse #0719-115 CREC 1986	Lower Wyoming	1774	1303	38
305 North Ridgewood Road #0719-116 CREC 1986 William Redmond Mansion “Hillside”; now Orange Lawn Tennis Club	Lower Wyoming	Circa 1889 Redmond sold to Hoskier. Therefore, the property is likely prior to 1889	1304	6
324 North Ridgewood Road #0719-118 CREC 1986 The Albert Moyer House	Lower Wyoming	Circa 1911	1201	5
332 North Ridgewood Road #0719-119 CREC 1986	Lower Wyoming	Circa 1906	1201	6
351 North Ridgewood Road #0719-120 CREC 1986 Linden Lawn	Lower Wyoming	Circa 1903	302	64
407 North Ridgewood Road #0719-121 CREC 1986	Lower Wyoming	Circa 1914	302	57
370 North Wyoming Avenue #0719-248 CREC 1986	Lower Wyoming	1923	302	5
386 North Wyoming Avenue #0719-249 CREC 1986	Lower Wyoming	1929	302	6
279 Tillou Road #0719-209 CREC 1986	Lower Wyoming	1937	1301	9
401 West South Orange Avenue (AKA 2 North Wyoming Avenue) The Mushroom House	Lower Wyoming	1924	1802	43

Seton Hall University

Block 901

#0719-190 CREC 1986

Specific individual properties within the SHU campus are locally landmarked or have SHPO opinions. See individual list noted above.

Seton Village

Riggs Place Historic District
CREC 1986 ID# D-6

The potential Riggs Place Historic District is located in the southeast quadrant of the city. It is bounded on the North by South Orange Ave, on the East by the rear property line of the lots on the East side of Ward place, on the South by Irvington Avenue, and on the West by the rear property lines of the lots on the West side of Cottage Street. Properties on Fairview Avenue and Riggs Place are also included in the District. All of the 17 surveyed buildings are residential. While most have retained an excellent to good level of integrity, a few are slightly deteriorated or have been altered with obtrusive replacement materials.

Architectural styles represented include an equal number of Gothic Revival and Queen Anne buildings, and eclectic vernacular, Stick Style and Colonial Revival buildings, in descending order of frequency. The earliest structure in the District is a vernacular wood frame house (#0719-237, 154 Ward Place), built circa 1770 for Aaron Ward. Contrasting sharply with this simple pre-Revolutionary War structure is the elaborately ornamented circa 1890 stick style house located at 93 Riggs place (#0719-1690). One of the most recently constructed of the buildings under consideration, it is the only example of its type in the District. A typical Gothic Revival house, 40 Cottage Street (#0719-030), is a three Bay, front gable building with elaborately pierced braces supporting the porch roof. The Colonial Revival style is typified by 133 Fairview Avenue (#0719-037) which is ornamented with a Palladian window, and a full entablature on the porch.

The potential district is distinct from surrounding neighborhoods by virtue of the age and the quality of its architectural stock. The structures on surrounding streets are generally smaller and scale, more recent, and/or commercial.

The significance of the potential Riggs Place Historic District is both historical and architectural. A 1767 survey indicates that the property, then referred to as a plantation, had passed from John Bower, whose holdings were termed “John Bowers Place”, through Joseph Gardener to Daniel Riggs. The 18th-century tract represents only part of the potential historic district.

The architectural stock of the current district, spanning the years circa 1770 to circa 1890, represents 120 years in the development of settlement patterns, architectural tastes, and building techniques in South Orange is history. Each member of the district is a tangible link with an earlier era.

Address	Neighborhood	Year Built	Block	Lot
30 Cottage Street #0719-029 CREC 1986	Seton Village	1874	2022	7
40 Cottage Street #0719-030 CREC 1986	Seton Village	1879	2022	5
39 Fairview Avenue #0719-034 CREC 1986	Seton Village	1895	2104	18
49 Fairview Avenue #0719-035 CREC 1986	Seton Village	1880	2104	20
101 Fairview Avenue #0719-036 CREC 1986	Seton Village	1901	2103	15
133 Fairview Avenue #0719-037 CREC 1986	Seton Village	Circa 1900	2013	21
204 Irvington Avenue	Seton Village	Circa 1874	2017	25
407 Irvington Avenue #0719-078 CREC 1986	Seton Village	1904	2110	32
20 Riggs Place #0719-161 CREC 1986 Incorrectly listed as 18 in CREC	Seton Village	Circa 1903	2104	7
30 Riggs Place #0719-162 CREC 1986	Seton Village	Circa 1893	2104	4
34 Riggs Place #0719-163 CREC 1986	Seton Village	Circa 1873	2104	3
55 Riggs Place #0719-164 CREC 1986	Seton Village	Circa 1890	2022	31
57 Riggs Place #0719-165 CREC 1986	Seton Village	Circa 1900	2022	32
61 Riggs Place #0719-166 CREC 1986	Seton Village	Circa 1899	2022	34
79 Riggs Place #0719-167 CREC 1986	Seton Village	Circa 1900	2022	39
83 Riggs Place #0719-168 CREC 1986	Seton Village	Circa 1900	2022	40
93 Riggs Place #0719-169 CREC 1986	Seton Village	Circa 1900	2022	42
101 Ward Place #0719-236 CREC 1986	Seton Village	Circa 1900	2107	14
154 Ward Place #0719-237 CREC 1986	Seton Village	Circa 1770 to 1815	2110	5

South Mountain

South Ridgewood Road Historic District
CREC 1986 ID# D-7

The potential South Ridgewood Road Historic District is located in the southeast quadrant of the city. It is bounded on the North by South Orange Avenue, on the East by the rear property lines of the lots on South Ridgewood Avenue, on the South by Edgewood Terrace, and on the West by the rear property line of the lots on South Ridgewood Avenue. Properties on Walton Avenue are also included in the District. All of the 8 surveyed buildings are residences that have maintained a good to excellent level of integrity.

Architectural styles represented by the surveyed buildings include Gothic Revival, classicizing, French Second Empire, and Queen Anne influenced, in descending order of frequency. 42 South Ridgewood Avenue (#0719-202) Is the earliest building in the District. Although it is clad with aluminum siding, it retains its original scale and form. A Gothic Revival house that has maintained a particularly high level of integrity is located at 44 South Ridgewood Road (#0719-203). A classicizing brick row house with limestone trim at 50-54 South Ridgewood Road (#0719-204) is the only multi-family dwelling among the surveyed buildings. 342-344 South Ridgewood Road (#0719-207) is an unusual fieldstone and brick classicizing residence. It is larger in scale than most houses in the District.

The potential district is distinct from surrounding neighborhoods by virtue of the age and the quality of its architectural stock. The structures on surrounding streets are generally smaller in scale, more recent, and/or commercial.

The significance of the potential historic district is both historical and architectural. Spanning the years circa 1839 to circa 1890, at represents 50 years in the development of the settlement patterns, architectural tastes, and building techniques in South Orange is history. Each member of the district is a tangible link with an earlier era.

Address	Neighborhood	Year Built	Block	Lot
330 Cumberland Road #0719-031 CREC 1986	South Mountain	1830	2404	5
339 Cumberland Road #0719-032 CREC 1986	South Mountain	1916	2401	35
32 South Ridgewood Road	South Mountain	1879	1901	9
42 South Ridgewood Road #0719-202 CREC 1986	South Mountain	1835	1901	6
44 South Ridgewood Road #0719-203 CREC 1986	South Mountain	1884	1901	5
48 South Ridgewood Road	South Mountain	1879	1901	4
50-54 South Ridgewood Road #0719-204 CREC 1986	South Mountain	1900	1901	1
156 South Ridgewood Road #0719-205 CREC 1986	South Mountain	1885	2301	32

176 South Ridgewood Road	South Mountain	1900	2301	25
184 South Ridgewood Road #0719-206 CREC 1986	South Mountain	1857	2301	22
342-344 South Ridgewood Road #0719-207 CREC 1986	South Mountain	Circa 1850 & Circa 1911	2504	1, 3, 4 and possibly others
206 Walton Avenue #0719-234 CREC 1986	South Mountain	1879	2301	20
216 Walton Avenue #0719-235 CREC 1986	South Mountain	1878	2301	18
298 Walton Avenue South Orange Pumping Station (ID#5671) SHPO Opinion: 7/30/2018	South Mountain	Circa 1912	2301	1
355 West End Road #0719-246 CREC 1986	South Mountain	1924	2404	37
360 West End Road #0719-245 CREC 1986 Incorrectly listed as 348 in CREC	South Mountain	1850	2501	6
444 West South Orange Avenue #0719-247 CREC 1986 South Mountain School	South Mountain	1928	2404	23

Tuxedo Park Historic District

While the Cultural Resources of Essex County 1986 did not identify Tuxedo Park as a potential historic district, two properties were identified in the 1986 Essex County Cultural Resources Survey would be within the bounds of the potential Tuxedo Park Historic District. Later studies of the Village of South Orange have identified Tuxedo Park for potential historic research and potential designation.

Tuxedo Park was constructed mostly in a multi-year timeframe prior to World War One. Lots in the neighborhood's northern half are somewhat larger than those in its southern section. To be specific, lots north of Cameron Road range from 60 to 80 feet wide while most have a depth of 150 feet. South of Cameron Road, most lots have a width of 50 feet or less while almost all have a depth of 100 feet. Earlier studies have identified Tuxedo Park as an area to survey for the potential designation of a historic district. Architecturally, the neighborhood stands out for its Mediterranean Revival homes. There are also excellent examples of bungalow style, colonial revival, arts and crafts influenced, and Tudor style residential structures.

Address	**Neighborhood**	**Year Built**	**Block**	**Lot**
552 Sinclair Terrace AKA 50 South Centre Street #0719-188 CREC 1986	Tuxedo Park	1921	804	1
6 South Kingman Road #0719-189 CREC 1986	Tuxedo Park	1927	809	6
Additional Properties Not Yet Identified				

West Montrose

Note: Several Individual properties and two districts were identified.
All could possibly be incorporated into one district.

Hillside Place Historic District
CREC 1986 ID# D-1

The potential Hillside Place Historic District is located in the north central part of the city. All of the 9 surveyed residences are located on Hillside Place between Montrose Avenue on the north and Meadowbrook Place on the south. All have maintained an excellent level of architectural integrity.

Architectural styles represented by the surveyed buildings include Shingle Style, Colonial Revival, Gothic Revival, Mediterranean villa, and eclectic vernacular,, in descending order of frequency. Both 415 Hillside Place (#0719-068) and 365 Hillside Place (#0719-061) Shingle Style houses, are excellent examples of the district's most common style. Unique in the area, a stucco clad Mediterranean villa capped with a tile roof (#0719-375) stands at 287 Hillside Place. 375 Hillside Place (#0719-375) is an excellent example of Colonial Revival architecture, both in form and in ornamentation.

The potential district is distinct from surrounding neighborhoods by virtue of the age and quality of its architectural work. The structures on surrounding streets are generally smaller in scale, less well maintained, more recent and/or commercial.

The significance of the potential Hillside Place Historic District is both historical and architectural. Spanning the years circa 1870 to circa 1915, it represents 45 years in the development of settlement patters, architectural tastes, and building techniques in South Orange's history. Each member of the district is a tangible link with an earlier era.

Meeker Street Historic District
CREC 1986 ID# D-2

The potential Meeker Street Historic District is a located in the north central part of the city. All of the 5 surveyed buildings are residential structures on Meeker Street between Montrose Avenue on the north and Mountain House Road on the south. All have maintained a good to excellent level of integrity.

Architectural styles found in the district include French Second Empire, eclectic vernacular, and Queen Anne, in descending order of frequency. A prominent feature of the area, 422 Meeker Street (#0719-087) is an excellent example of the French Second Empire style and retains most if its original stylistic features. 433 Meeker (#0719-089) is typical of an eclectic vernacular house: adhering to the conventions of no particular style, it has features that have been borrowed from several stylistic vocabularies. 360 Meeker Street (#0719-086), another essentially eclectic vernacular structure, has both Gothic Revival and Queen Anne features. The only Queen Anne influenced house in the district is located at 441 Meeker Street (#0719-090). It is characterized by an irregular roofline, a semi-hexagonal bay window, and a single story tower.

The potential district is distinct from surrounding neighborhoods by virtue of the age and quality of its architectural work. The structures on surrounding streets are generally smaller in scale, less well maintained, more recent and/or commercial.

The significance of the potential Meeker Street Historic District is both historical and architectural. Spanning the years circa 1870 to circa 1880, the surveyed buildings are indicators of the eclecticism of architectural tastes in the late Victorian period. Each member of the district is a tangible link with an earlier era.

Address	Neighborhood	Year Built	Block	Lot
356 Clark Street #0719-028 CREC 1986 Montrose School	West Montrose	Circa 1930	1205	10
7 East Clark Place #0719-033 CREC 1986	West Montrose	Circa 1870	404	9
365 Hillside Place #0719-061 CREC 1986 D-1	West Montrose	Circa 1890	1201	13
375 Hillside Place #0719-062 CREC 1986 D-1	West Montrose	Circa 1910	1201	12
380 Hillside Place #0719-063 CREC 1986 D-1	West Montrose	Circa 1890	1202	9
387 Hillside Place #0719-064 CREC 1986 D-1	West Montrose	1928	1201	10
401 Hillside Place #0719-065 CREC 1986 D-1	West Montrose	1901	409	18
406 Hillside Place #0719-066 CREC 1986 D-1	West Montrose	1900	410	1
409 Hillside Place #0719-067 CREC 1986 D-1	West Montrose	Circa 1870	409	17
411 Hillside Place #0719-068 CREC 1986 D-1 Incorrectly listed as 415 in CREC	West Montrose	1900	409	16
444 Hillside Place #0719-069 CREC 1986 D-1	West Montrose	Circa 1890	410	6
5 Mead Street The Baird Center #0719-085 CREC 1986 SHPO ID #3146 SHPO Opinion: 8/14/1992	West Montrose	Circa 1920	2301	NA
Mead Street Cameron Field	West Montrose	Circa 1914	1904	NA
360 Meeker Street #0719-086 CREC 1986 D-2	West Montrose	Circa 1875	1206	12
422 Meeker Street #0719-087 CREC 1986 D-2	West Montrose	Circa 1870	414	4
430 Meeker Street #0719-088 CREC 1986 D-2	West Montrose	Circa 1870	414	5
433 Meeker Street #0719-089 CREC 1986 D-2	West Montrose	Circa 1870	413	15
52 West Montrose Avenue AKA 441 Meeker Street #0719-090 CREC 1986 D-2	West Montrose	1884	413	12

Potential Newstead Historic District

The Village's western-most neighborhood, Newstead, is also its last to be developed. In the late 1920s and early 1930s, George H. Becker developed the Newstead neighborhood. The Tudor and Colonial homes of Newstead first appeared in the 1920s, development began in earnest after World War II. In addition to the Tudor and Colonial Homes mostly in the southern section of Newstead, the northern area of the neighborhood is distinguished for its many impressive mid-century architecture including ranch and split-level style homes.

Address	Neighborhood	Year Built	Block	Lot
Properties Not Yet Identified				