

REDLINE DRAFT
May 2026



River Road Gateway I and II Redevelopment Plan

Block 135, Lots 1, 2, 3, 4, 5, 6, 7 & 8; Block 136, Lots 1, 2, 3, 4, 5 & 6; Block 137, Lots 1, 2, 3, 4 & 5;
Block 138, Lots 1, 2, 3, 4, 5, 6 & 7; Block 139 Lots 1, 2, 3, 4, 5, 6 & 7; Block 140, Lots 1, 2, 3, 4, 5, 6,
7.01, 7.02, 8, 9, 10, 13, 14, 15, 16 & 17

**BOROUGH OF CHATHAM,
MORRIS COUNTY, NEW JERSEY**

May 2026

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1.0: EXECUTIVE SUMMARY:

A. PURPOSE

The Redevelopment Plan Area is comprised of the Gateway I and Gateway II overlay zones (See map below) that were part of the Round Three Settlement Agreement between the Borough and Fair Share Housing. It is important to note the following acreages are based on the most recent available GIS data.

1. Gateway I is comprised of approximately 23.6 acres (not including any public streets or rights of way), of which approximately 11 acres are developable. The remaining areas are located either under the power line easement or are within the FEMA Flood Zone of the Passaic River.
2. Gateway II is comprised of approximately 10.7 acres, of which approximately 3.4 acres are developable. The remaining approximately 7.3 acres are either under the power line easement or are within the FEMA Flood Zone. In addition, it is important to note the 3.4 developable acres are located on three lots comprised of an existing storage facility, an office building and parking lot.

B. BACKGROUND INFORMATION

The First Amendment to the Third Round Settlement agreement indicates that IF a Redevelopment Plan is adopted, the plan must generate realistic zoning to create a minimum of 75 affordable housing units in Gateway I. The agreement notes the 75 units are identified to be located within Gateway I and not Gateway II. And, the Superior Court entered a Judgement of Compliance on December 30, 2021 that included the requirement that if the Borough adopts a redevelopment plan, not only does the plan have to create a realistic opportunity to produce a minimum of 75 affordable non-age-restricted units but it must be "via inclusionary development in the Gateway 1 overlay area." In other words, the affordable units cannot be created through a 100% affordable housing project.

The Third Round Settlement agreement (codified in Section 165-35 Gateway Affordable Housing Overlay 1 District) included the following provisions for Gateway 1:

1. 35 units per acre with a 15% set aside for affordable housing (rental);
2. Allows for a maximum height of 4 stories / 54 feet;

The Fourth Round Settlement Agreement entered into between the Borough and FSHC re-visits the Gateway I and II Overlay Zones raised concerns as to whether the overlay zoning currently in place for both zones as provided for in the First Amendment to the Third Round Settlement Agreement remain adequate in light of no development application in the 3-year period since the zoning was adopted. As such, the 4th Round Settlement Agreement provides that the Borough shall have until July 1, 2026 to release a draft redevelopment plan and decide whether or not to adopt it for the two overlay zones that would provide a realistic opportunity for the development of 75 affordable housing units via inclusionary development over the next 10 years or be subject to a proceeding in court seeking increased zoning density that would effectuate affordable housing units.

It is important to note the The Ivy project was developed at approximately 54 units per acre and included a redevelopment plan and a PILOT.

A Redevelopment Plan provides a number of inherent benefits over conventional zoning.

1. The draft Redevelopment Plan includes design standards for architectural, neighborhood and streetscape improvements that give the Governing Body greater control over the architectural style and design of the building(s) as well as increased streetscape design standards over conventional zoning.
2. Requires the inclusion of other uses in order to create a better pedestrian friendly area by requiring commercial / retail on the ground floor.
3. Allows for the adoption of a financial agreement, which will likely allow for lower overall density over conventional zoning in order to create “realistic” zoning that is financially feasible.

C. DRAFT REDEVELOPMENT PLAN

The Redevelopment Plan includes zoning that is consistent with the underlying Settlement Agreement Overlay Zone as identified below.

Standard	Existing Zoning	Redevelopment Plan (Base Zoning)
Affordable Housing:	15% (rental)	20%
Density:	35 du/ac	35 du/ac 54 du/ac (with incentives)
Height:	4 stories / 54 ft)	4 stories / 54 ft 5 stories / 67 ft (with incentives)
Max Impervious Coverage:	85%	85 %
Max Building Coverage:	NA	75 %
Setbacks:		
- Front Yard (Min / Max)	10 ft / 20 ft	20 ft (min.)
- Side Yard	10 ft (25 ft Res)	10 ft
- Rear Yard	15 ft	15 ft

The Redevelopment Plan includes provisions for a density bonus beyond the 35 units per acre permitted in the existing zoning of up to 54 units per acre in Gateway I and up to 37 units per acre in Gateway II based on the developer providing additional community benefits permitted in the plan.

The density bonus structure identified in the Draft Redevelopment Plan includes two options for density bonuses the developer can provide, which would allow for an increase from the base 35 units per acre to a maximum density of 54 units per acre in Gateway I and from the base of 18 units per acre to 37 units per acre in Gateway II if the incentives are met by the developer.

The increased density can only be achieved for projects that meet the following requirements.

1. The first is based on the developer agreeing to increase the percentage of affordable housing units over the required 20% minimum. For each one percent over the minimum 20%, the developer would be permitted two (2) additional units per acre up to a maximum of twelve (12) additional units per acre or a 25% affordable set-aside.
2. The second density bonus is based on the developer either creating public open space within the project boundary (minimum 0.75 acres) or paying into the Borough's Open Space Trust Fund. The developer would pay \$25,000 per each additional unit above the base 35 units per acre up to a maximum 12

additional units per acre. The funds collected could be used by the Borough for the acquisition or improvement of public open space and streetscape.

The increased density would be limited to a maximum of 54 units per acre in Gateway I and 37 units per acre in Gateway II. The density bonus provisions are above and beyond the requirements identified in the Redevelopment Plan, which include the architectural, neighborhood and streetscape standards as well as the procedural standards identified in the Plan.

2.0: INTRODUCTION:

A. PURPOSE

The Watchung Avenue and River Road Redevelopment Area (“the Redevelopment Area” or “the Site”) has been identified by the Borough of Chatham as a key location to initiate reinvestment around the Borough’s eastern gateway. The Redevelopment Area is located along River Road and Watchung Avenue and adjacent to the NJ Transit Morris + Essex Line (Map 1).

The larger area has been identified by several documents and reports issued by the Borough, including the 2013 Land Use Element Amendment and 2016 Master Plan Reexamination Report, as a potential location for new development. This redevelopment area provides an opportunity for the municipality to allow development that will add diversity to the Borough’s housing options, create public amenities, develop a new character for the surrounding gateway area and address needed infrastructure improvements. Furthermore, the approximately 20.2 acre area lies only one mile south of entrances and exits for New Jersey State Route 24 and is within approximately one mile of three different train stations.

As the 2016 Master Plan Reexamination Report identifies Chatham Borough is “essentially built-out,” with very little vacant land remaining redevelopment is necessary in under utilized areas to prevent the Borough from stagnating economically. The redevelopment of this Area is an integral component of the Borough’s broader effort to create healthy, livable neighborhoods that are connected by safe, user-friendly multi-modal streets and transportation networks for Chatham residents, businesses, and visitors (bike, car, pedestrian, and public transit riders). It is the Borough’s goal to link community assets to one another and to the key landmarks in the Borough, such as this Chatham gateway mixed-use area and the downtown core.

In accordance with the LRHL [N.J.S.A. 40A: 12A-7.A.2], this Redevelopment Plan establishes the following proposed requirements for the River Road Redevelopment Area:

- a. Land Uses
- b. Bulk Standards
- c. Design Criteria
- d. Building Requirements

The provisions set forth in this Redevelopment Plan shall supersede, govern, and control the standards set forth in the Land Development Ordinance adopted by the Mayor and Council of the Borough of Chatham on January 29, 1979 by Ord. No. 1-79 as well as any applicable amendments.

B. BASIS FOR THE PLAN

On November 8th, 2021, pursuant to Resolution # 21-363, the Mayor and Council of the Borough of Chatham Adopted Resolution #21-363 designating the Block and Lots as a non-condemnation area in need of redevelopment. This redevelopment plan has been prepared for the following Block and Lots:

Block	Lots	Block	Lots
135	1, 2, 3, 4, 5, 6, 7 & 8	136	1, 2, 3, 4, 5 & 6
137	1, 2, 3, 4 & 5	138	1, 2, 3, 4, 5, 6 & 7
139	1, 2, 3, 4, 5, 6 & 7	140	1, 2, 3, 4, 5, 6, 7.01, 7.02, 8, 9, 10, 13, 14, 15, 16 & 17

Once designated the LRHL allows a municipality to prepare a redevelopment plan, which provides the development regulations and other standards to guide future development for this area.

On November 11th, 2024, pursuant to Resolution 24-333 the Mayor and Council of the Borough of Chatham requested the Borough Redevelopment Planner to prepare a draft Redevelopment Plan for the redevelopment area. The intent of this Redevelopment Plan is to supercede the underlying zoning.

C. BOROUGH OVERVIEW AND CONTEXT:

The Borough of Chatham is a community of ~~8,881~~ 10,062 people at the border of Morris and Union Counties, directly in between the City of Summit and the Borough of Madison. Chatham is a high wealth community with a median household income of \$169,524, where more than three-quarters of the adult population has earned a bachelors, graduate, or professional degree as their highest educational achievement. The median age of Borough residents is 41 years old, which is older than the median age of 37.9 years for the country as a whole.

~~The 2012 Survey of Business Owners conducted by the US Census Bureau counted 895 firms in the Borough. For comparison, the New Jersey Department of Labor and Workforce Development identified 304 private sector employment "units" (workplaces) in 2019 based on unemployment insurance data, employing a total of 2,921 workers in the Borough.~~

Average annual wages for private sector employees working in the Borough were estimated at \$91,794 in 2019, whereas average wages for the 368 local government jobs and 31 federal government jobs in the Borough were \$66,765 and \$64,072, respective to order.

The Borough is directly across the Passaic River from the Short Hills mall, along NJ-24. Chatham also enjoys having a New Jersey Transit passenger rail station in its downtown roughly in the center of the municipality.

D. PROPERTY DESCRIPTION:

The Redevelopment Area which was designated as a non-condemnation area in need of redevelopment in November 2021, is comprised of 49 parcels (lots) along River Road and Watchung Avenue, between Passaic River and the NJ Transit Rail right-of-way at the southeast side of Chatham Borough, near the border with the City of Summit. The lots in the Study Area have a combined area of approximately 34.3 acres, not including **rights of way and paper streets.**

The uses in the study area are generally comprised of industrial and commercial uses as well as public utilities. **In addition The Ivy and 245 unit luxury apartment project was completed at the corner of River Road and Watchung Avenue.** There are also several dwellings in the area having between one and four dwelling units.



Map 1: Redevelopment Plan Area

The energy provider Jersey Central Power and Light owns a right of way easement varying in width across the properties closest to the Passaic River, with portions of the easement being wider than 300 feet. Based on NJ DEP GIS data and preliminary flood insurance rate map (PFIRM) data from FEMA, the lands closest to the River are likely encumbered by wetlands and 100-year flood plains.

The area represents a gateway into Chatham from Summit, to the east, as Watchung Avenue passes through the Study Area over the Passaic River and connects to River Road in Summit. River Road, then, connects to Morris Avenue, which leads to downtown Summit, or to NJ-24, which provides connections from I-78. The Study Area is also one mile from downtown Chatham and the Chatham train station.



Map 2: Existing Zoning Map

E. CURRENT ZONING:

The properties in the Study Area are located in four (4) zoning districts including one overlay zoning district.

- **CONS (Conservation) Zone District:** The southernmost properties in the Study Area, consisting of Block 137, Lot 1; Block 138, Lot 1; Block 139, Lot 1; and Block 140, Lot 1, are all municipally owned lots within the Conservation zone. Use of these lots is limited to natural conditions, public parks, wildlife preserves, and non-commercial outdoor recreational uses. Heights, coverages, and setbacks of development is highly restrictive.
- **M-1 & M-3 (Industrial) Zone Districts:** The remainder of the lots in the Study Area are zoned for a range of industrial, office, and commercial uses. Residential uses are conditionally permitted in the M-1 District (northernmost part of the Study Area) and permitted by-right in the M-3 District (middle of the Study Area).
- **Gateway Affordable Housing Overlay I District (GAHO-1):** This encompasses Block 135, Lots 1, 2, 3, 4, 5, 6, 7, 8; Block 136 Lots 1, 2, 3, 4, 5, 6; Block 137 Lots 1, 2, 3, 4, 5; Block 138 Lots 1, 2, 3, 4, 5, 6, 7; Block 139 Lots 1, 2, 3, 4, 5, 6, 7; Block 140 Lots 1, 2, 3, 4, 5, 6, 7.01, 7.02, 8, 9, 10, 17. The zoning provides for mixed-use with multifamily residential for up to 35 units per acre. Bulk standards allow for up to four stories and fifty four feet (54) with a maximum building coverage of seventy five percent (75%). Affordable set asides require fifteen percent (15%) for rental units and twenty percent (20%) for for-sale units.
- **Gateway Affordable Housing Overlay II District (GAHO-2):** This encompasses Block 140 Lots 11, 12, 12.01, 13, 14, 15, 16. The zoning provides for mixed-use with multifamily residential for up to 18 units per acre. Bulk standards allow for up to four stories and fifty four feet (54) with a maximum building coverage of seventy five percent (75%). Affordable set asides require fifteen percent (15%) for rental units and twenty percent (20%) for for-sale units.

F. GOALS AND OBJECTIVES:

In order to successfully achieve the vision for redevelopment for this area and alleviate existing challenges, any proposed redeveloper(s) and project(s) must meet the following goals and objectives. These objectives build on and expand the priorities and best practices identified in the 2000 Master Plan and 2016 Master Plan Reexamination.

Especially relevant for any redevelopment in the Redevelopment Area is the following text from the Master Plan Reexamination and Update report adopted by the Borough in November of 2016. *"The same level of attention and energy that has been applied to the Main Street Business District (including the historic districts) should be applied to the industrial districts at the eastern end of Watchung Avenue, along River Road and Commerce Street. Recent developments in the area (i.e., the expansion of Dreyer's Lumber and the construction of the Westy Self-storage facility) should be capitalized upon to spur additional improvements to the structures and landscape of these areas. Design standards should be a consideration in these areas as well as the other commercial districts in the Borough."*

1. Focus on the local context and ensure all development contributes to the community and local sense of place:
 - a. Maintain and build on the unique character of the neighborhood and Borough and contribute to the well-being of its citizens
 - b. Ensure redevelopment considers the impacts on existing infrastructure and community facilities and provides adequate open space and recreation opportunities for residents.
2. Contribute to a healthy mix of residential properties available in the Borough:
 - a. Develop new housing stock to meet affordable housing goals in order to allow a variety of family types and persons of all ages to live in the community.
 - b. Promote desirable neighborhood environments through good civic design.
3. Preserve, enhance, complement the Borough's and increase historical character of the Borough: (This is Goal 3 of the 2016 Master Plan Reexamination. I am not comfortable changing the verbiage given it is taken directly from that document)
 - a. Guide redevelopment so that projects are performed in a manner and style compatible with the desired character of the surrounding area.
 - b. Encourage the development of districts that have a look and feel consistent and compatible with the character of their location.
4. Improve the utilization and appearance of the Borough's industrial district:



Map 3: Red. Area Gateway 1 & 2

- a. Guide redevelopment that will improve the appearance of industrial areas, including strong direction for building design and regulation of outdoor space.
 - b. Encourage redevelopment that attracts or supports high quality jobs and buildings that will enhance the economy and increase tax revenues.
 - c. Promote building design that is considerate of local climate, environment, culture and economic conditions and minimizes environmental impact while contributing to the area's character.
 - d. Ensure the expansion, preservation and maintenance of open space within and around and redevelopment projects.
5. Balance the transportation needs of all users and contribute to the resiliency and long-term effectiveness of the Borough's mobility networks:
- a. Avoid the location of uses and intensity of uses in locations which result in congestion, blight or danger to pedestrians.
 - b. Facilitate the improvement of public infrastructure through the efficient expenditure of public funds and encourage the coordination and alignment of improvements with redevelopment projects.
 - c. Facilitate redevelopment planning that incorporates safe pedestrian and bicycle pathways.
 - d. Enhance the pedestrian experience to the greatest extent possible by pursuing streetscape improvements and design guidelines that accommodate and cater to pedestrians in the area.

G. MASTER PLAN CONSISTENCY:

The Borough's Master Plan describes the area as having a number of issues including containing prohibited uses (specifically noting outdoor storage as a principal use), parking and access arrangements that pose safety hazards to drivers on River Road and Watchung Avenue, and being aesthetically unpleasant and inadequately screened from the street, the Passaic River, or adjacent residential properties. The 2006 Master Plan Re-Examination Report called for the Borough to improve the "utilization and appearance" in the same manner the Borough strove to improve its downtown area. A 2010 Open Space and Recreation Plan recommended using Borough-owned property to create a "blueway" path along the Passaic River.

The 2013 Land Use Element Amendment added a Master Plan Goal (#10) that combined the recommendations of past Master Plan amendments and elements to generally call for maintaining permitted uses, with an emphasis on light manufacturing, assembly, and low toxicity/impact laboratories, and generally promoting attractive mixed use development with improved pedestrian accessibility streetscape improvements, and an overall enhanced aesthetic character to celebrate River Road and Watchung Avenue as gateways into the Borough.

While detailed descriptions on a lot-by-lot basis are available in the Preliminary Investigation, it is important to note the lack of uniform improvements in and near the public right of way such as adequate sidewalks, defined driveways and curb cuts, or even curbs. The area has been developed without a centralized vision including a lack of streetscape features, public open space and other amenities. Additionally, improvements such as utility lines are often not as neat, well-located, or tidy as one might find in the predominantly residential or downtown areas of the Borough. While a number of industrial businesses in the area continue to succeed, the changing dynamics and demands in the industrial, manufacturing and logistics industries are affecting this corridor. Many industrial users seek larger, more modern facilities or markets. Properties similar to those in the

River Road Redevelopment Area will have to adjust and reposition to move forward in today's economy. While development in the larger River Road district had skewed toward commercial and industrial uses over past decades, this Plan recognizes the potential and demand for future decades. Changes in demographic makeup of the Borough also support the need for redevelopment.

The Borough experienced sizable population decline throughout the 1980s and 1990s, with only minimal growth in the 2000s and 2010s. However, this recent growth has not been as great as similar communities seeing reinvestment throughout the Greater Morris County area. While the population has become more diverse and has seen median income rise, development and growth has occurred sporadically around the community, either utilizing previous vacant space or tear-downs. Additionally, while similar Transit-Oriented Development communities are seeing a rise in their millennial population during this period, Chatham has seen a loss in the millennial population as well as the population of individuals age 65 and older. These trends support the community's concerns over the lack of affordable housing, the limited number of places available to downsize and the needs for a community that attracts the aforementioned key age market groups. Despite these concerns, single-family homes continue to thrive and expand within the Borough as a result of many other assets like excellent schools, proximity to employment centers and access to rail service.

H. PUBLIC INVOLVEMENT PROCESS:

The Borough of Chatham included a public outreach process to engage the community in order to gather insights and perspectives on the future of this Redevelopment Plan Area. This process included an on-line survey that was available to the public between May and July 2024. In addition, the Borough conducted a public workshop on June 27th, 2024 at Borough Hall, which included break-out groups to discuss a variety of topics.

As part of this process, it was made clear the existing underlying zoning of the property was part of the affordable housing settlement agreement and the Borough, therefore does not have the ability to prevent development from occurring. That being stated, through the redevelopment process, the Borough may have options to determine what development looks like and what other improvements could be required as part of a redevelopment plan process for the area.

In total, the Borough received over 620 responses from the on-line survey and 22 individuals participated in the visioning session. In addition, there have been a number of public presentations to the Mayor and Council regarding the River Road and Watchung Avenue area to educate the public on the affordable housing process.

Public Survey: The Borough conducted an on-line survey between May and July 2024 which included seventeen (17) questions related the following categories:

1. Background Information on the respondents;
2. Open Space / Amenity preferences;
3. Redevelopment process;
4. Preference questions pertaining to architecture, open space, traffic and design; and
5. Open ended questions.

As it pertained to questions regarding background information, the results included eighty three percent (83%) of the respondents were from the Borough of Chatham with just under eighty percent (80%) being between the ages of 35 - 65. Just under sixty percent (60%) of the respondents had lived in the Borough over eleven (11)

years and over ninety percent (90%) of the respondents lived in single family homes.

As it pertained to open space questions, over sixty three percent (63%) of the respondents indicated they would be in favor of the Borough obtaining private property in the area for public open space with or without grants with an additional twenty nine percent (29%) indicating they would be in favor, if there was no additional cost to the residents. Ninety two percent (92%) of respondents indicated they would be in favor of all types of open spaces including active, passive with only eight percent (8%) indicating they would not be in favor of additional open space.

Over fifty percent (50%) of the respondents indicated they would be in favor of redevelopment if it required public amenities such as, streetscape, public open spaces, traffic improvements, active uses on the ground floor and architectural design requirements. Thirty six percent (36%) indicated they would be in favor of it depending on the types of amenities and only twelve percent (12%) indicated they would not be in favor of redevelopment.

The highest amenities identified by the respondents included traffic improvements at seventy three percent (73%) followed by improved streetscape along River Road at fifty percent (50%) and funding for acquisition of open space at thirty six percent (36%).

The three most important benefits identified as a result of redevelopment included, community beautification at fifty four percent (54%), followed by improved streetscape along River Road and open spaces both at fifty three percent (53%). Other results included quality design and architecture at thirty seven percent (37%) followed by restaurants and retail at thirty percent (30%).

The highest levels of concern included, increase traffic at seventy three percent (73%), followed by stress of infrastructure at sixty one percent (61%), overpopulation at fifty seven percent (57%) and loss of community charm at forty five percent (45%).

Public Workshop:

The Borough also conducted a public workshop on June 27th, 2024, which included twenty two (22) individuals that were broken into three (3) break-out groups. Each group was provided a worksheet with four individual categories including:

1. Priorities
2. Traffic & Safety
3. Open Space
4. Quality of Life

Groups were broken into 7 and 8 individuals and provided approximately 1 hour for discussion purposes. Each topic included bullets to provide examples of the discussion points. At the end of the discussion period each break-out group presented their findings to the other groups which were for the most part consistent with the survey results.

The public involvement process provided critical community input in development this redevelopment plan.



Figure 1: Public Workshop worksheet

2.0: REDEVELOPMENT PLAN COMPONENTS:

A. REQUIRED COMPONENTS OF THE REDEVELOPMENT PLAN:

N.J.S.A. 40A:12A-7 requires that a redevelopment plan include an outline for the planning, development, or redevelopment, of the Redevelopment Area sufficient to indicate the following:

1. Its relationship to definite local objectives as to appropriate land use, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provisions for the temporary and permanent relocation, as necessary for residents in the project area, including an estimate of the extent of which decent, safe, and sanitary dwelling units affordable to displace residents will be available to them in the existing local housing market.
4. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with this plan.
5. Any significant relationship of the redevelopment plan to:
 - The master plans of contiguous municipalities;
 - The master plan of the county in which the municipality is located;
 - The State Development and Redevelopment Plan adopted pursuant to the "State Planning Act" P.L. 1985, c.398 (C.52:18A-196 et al.).
6. An inventory (as of the date of the adoption of the resolution finding the area to be in need of rehabilitation) of all housing units affordable to low and moderate income households, as defined pursuant to N.J.S.A. 52:27D-304, that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.
8. Proposed locations for public electric vehicle charging infrastructure and electric vehicle parking spaces within the project area to be in compliance with Electric Vehicle Charging Station Law (P.L. 2021, c. 171).
9. The redevelopment plan may include the provision of affordable housing in accordance with the "Fair Housing Act," N.J.S.A. 52:27D-301 et seq. and the housing element of the municipal master plan.
10. The redevelopment plan shall describe its relationship to pertinent municipal development regulations as defined in the "Municipal Land Use Law," P.L.1975, c.291 (C.40:55D-1 et seq.). The redevelopment plan shall supersede applicable provisions of the development regulations of the municipality. When the redevelopment plan supersedes any provision of the development regulations, the ordinance adopting the redevelopment plan shall contain an explicit amendment to the zoning district map included in the zoning ordinance. The zoning district map as amended shall indicate the redevelopment area to which the redevelopment plan applies. Notwithstanding the provisions of the "Municipal Land Use Law," P.L.1975, c.291 (C.40:55D-1 et seq.) or of other law, no notice beyond that required for adoption of ordinances by the municipality shall be required for the hearing on or adoption of the redevelopment plan or subsequent amendments thereof.

All provisions of a redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan; but the municipal governing body may adopt a redevelopment plan which is inconsistent with or not designed to effectuate the master plan by affirmative vote of a majority of its full authorized membership with the reasons for so acting set forth in the redevelopment plan.

3.0 DEFINITIONS:

It is the intention of this Redevelopment Plan ~~for the Main Street Rehabilitation Area~~ **is to** supersede existing zoning (except as noted herein) as provided under the Local Redevelopment and Housing Law, N.J.S.A 4A:12A-1, et seq. However, this plan adopts the definitions of the Borough's Land Use Ordinance Chapter 165 by reference.

The definitions of the Borough's Land Use Ordinance shall apply to this plan, unless this plan provides a superseding definition. The definitions defined in Section 165 apply to the Redevelopment Area with the exception of the following terms:

ADULT ENTERTAINMENT:

- ~~a. Offers as one of its principal purposes the sale, rental, exhibit, or display of any of the following: books, magazines, publications or other printed materials, photography, videotapes, or audiotapes; still or moving films, computer disks, computer games, CD-ROMs, DVDs, or any other media or tangible item of any kind, depicting or exhibiting a specified anatomical area or a specified sexual activity as each is defined herein; or~~
- ~~b. Regularly features live performances characterized by the depiction of a specified anatomical area or by a specified sexual activity as each is defined herein; or~~
- ~~c. Regularly shows films, motion pictures, video cassettes, slides, or other photographic or film representations which depict or describe a specified anatomical area or specified sexual activity as each is defined herein.~~
- ~~d. "Adult entertainment use" shall also include establishments which constitute adult bookstores, adult video stores, adult motion picture theaters, and/or adult novelty/gift shops.~~

~~**ART GALLERIES:** A room or rooms where works of art, including, without limitation, paintings, sculptures, pottery, glass, and weaving, are exhibited and displayed for sale and/or public education and enjoyment. Framing services and sales of art supplies may also be provided in conjunction with any principal gallery use.~~

APIARY: A place where bees are kept; a collection of beehives.

ARTISAN WORKSHOP: An establishment for the preparation of individually crafted artwork, jewelry, furniture, sculpture, pottery, leather craft, hand-woven articles, baked or prepared food and drink, and similar items by one or more artisans. Excluded from this definition is welding, powder coating, and the servicing or repair of motor vehicles. Display, and/or sale of artisan products is permitted only for products prepared on-site.

AUTOMOTIVE RENTAL: Any establishment that makes motorized vehicles available for use by the general public on a limited time basis measured in increments of one day or more.

AUTOMOTIVE REPAIR: The land and buildings designed and used for the mechanical, structural and/or cosmetic repair of motor vehicles for monetary compensation, and where no outside vehicle storage on

the premises is allowed for more than one week.

AUTOMOTIVE SALES: The use of any building, land area or other premises for the display and sale of new or used automobiles generally, but may include light trucks or vans, trailers, or recreation vehicles and including any vehicle preparation or repair work conducted as an accessory use.

AUTOMOTIVE SHARE: Any establishment that makes motorized vehicles available for use by members of a service on a limited time basis, usually for durations of less than a day.

BREWERY: An establishment licensed, under N.J.S.A 33:1-10, to manufacture alcoholic beverages and to sell and distribute the products to licensed wholesalers and retailers. Such uses may manufacture, sell and serve alcoholic beverages to consumers on a licensed premise for consumption on site, but only in connection with a tour of the brewery, or for consumption off the premises. Breweries may include warehousing and off-site distribution of alcoholic beverages consistent with state law and applicable licensing from the Borough of Chatham.

BREW PUB: An establishment, with license from the State under N.J.S.A. 33:1-10, where alcoholic beverages are brewed and manufactured, served and consumed on the premises, and which is operated in conjunction with a restaurant use. Such uses shall be used principally for the purpose of providing meals to its customers with adequate kitchen and dining room facilities immediately adjoining licensed brewery facilities.

BUILDING HEIGHT: Measurement of a proposed building from the proposed ground elevations to the points described in Subsection A, B or C in this definition. Building height shall be determined by measuring the height at each corner of the building along the primary building facade facing a public street. In the event of a corner lot, the height shall be measured at the three corners of the building facing the two public streets, to the points described in Subsection A, B or C of this definition. The measurements shall then be averaged as to the maximum and minimum vertical distances from the proposed ground elevations:

- a. For mansard roofs with no other structures thereon except chimneys, to the decline. The mansard may not extend above the deck line by more than 10% of the building height, not including elevators, escalator penthouses or cooling towers.
- b. For gabled, hip and/or gambrel roofs with no other structures thereon except chimneys, to the highest point of any roof surface
- c. For all other roof types, including flat roofs, to the top of any roof surface or any structure on the roof, not including elevators, escalator penthouses or cooling towers.

This definition may not coincide with the [International Building Code \(IBC\)](#) in terms of number of stories or building height based on below grade levels.

BUILDING SETBACK: The building setback shall be defined as the distance from the existing or proposed back of [curb](#) (which ever is greater) to the primary building facade. For side and rear yard setbacks dimensions are taken from the property line.

~~**BUSINESS SERVICES:** Establishments primarily engaged in rendering services to business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; employment service; management and consulting services; protective services, equipment rental and leasing; commercial research; development and testing; photo finishing, and personnel supply services.~~

~~**CHILD CARE CENTERS:** An institution or place, for which, upon completion, a license is required from the New Jersey State Department of Human Services pursuant to N.J.S.A. 30:5B-1 et seq., and which, for compensation or otherwise, receives for temporary custody six or more children under the age of six years, apart from their parents or legal guardians, during part or all of the day but for not less than three hours each day.~~

CO-WORKING: An office use in which common and unassigned office space is made available to individuals and companies on a short-term basis, including daily rates. Assigned office spaces and longer lease periods may be included in this definition so long as they are still provided access to common use space and common facilities. Long-term assigned (increments greater than 1 month) office space without access to common-use space and common facilities shall not be considered to fall within the definition of Co-Working.

COMMUNITY CENTER: A building used for recreational, social, educational and cultural activities, open to the public or a designated part of the public and owned and operated by a public or nonprofit group or agency. The facilities shall not include any living-quarters.

CONVENIENCE STORE: A retail store that sells general merchandise, limited grocery items with less than 4,000 square feet of gross floor area and open for business more than 15 hours a day. The sale of prepared foods, not made-to order, for off-site consumption may be included in this definition so long as the sale of prepared foods is subordinate to the sale of general merchandise and grocery items.

DRIVE THROUGH: A commercial facility or structure that is designed to allow patrons to order and receive goods and services via a service window or mechanical device while remaining in their vehicles.

~~**EDUCATIONAL INSTRUCTION USE:** Educational instruction, including dance, music, and art schools, as well as tutoring and test preparation services, provided in a room or series of room(s). Retail sales of materials directly related to instructional activity conducted on-site may be provided in conjunction with principal educational instruction use. Educational instruction shall not include recreational instruction, as defined in this chapter.~~

FINANCIAL INSTITUTIONS, INCLUDING BANKS: Any institution wherein business of a primarily monetary nature is transacted, such as banks, savings and loans associations and mortgage companies.

HALF STORY: A story which has floor space of no more than 60% of the story below.

HOTEL: A facility offering transient lodging accommodations to the general public which may include additional facilities and services, such as restaurants, meeting rooms, and recreational facilities.

~~**INDOOR COMMERCIAL RECREATION/FITNESS CLUB:** A commercial facility enclosed within a building designed and equipped for the conduct of sports and other recreational activities as a business and open to the public for a fee and/ or on a membership basis. Includes athletic clubs, tennis clubs, squash clubs, health and fitness clubs, swim clubs, indoor climbing, and similar recreation and fitness activities. This definition includes accessory snack/juice bars and retail sales of related sports apparel and equipment, provided such uses do not exceed a combined 1,500 square feet of floor area.~~

~~**INSTITUTIONAL USE:** A nonprofit or quasi-public use or institution such as a church, library, public or private school, hospital, or municipally owned or operated building, structure or land used for public purpose.~~

LIVE/WORK LOFTS: A live/work unit is defined as a single unit (e.g., studio, loft, or one bedroom) consisting

of both a commercial/studio space and a residential component that is occupied by the same resident. The live/work unit shall be the primary dwelling of the occupant and the work space shall be related to the visual arts.

~~**MARKET:** A retail or wholesale store that primarily sells food, including canned and frozen foods, fresh fruits and vegetables, and fresh (raw) and prepared meats, fish and poultry. A market shall be defined as less than 20,000 square feet in size.~~

~~**MULTIFAMILY:** Three or more dwelling units within a single building that share common horizontal separations and that have an entrance to each dwelling by direct access from the outside or through a common hall.~~

~~**MUSEUM:** Premises used for the exhibition of objects of cultural, historical, or scientific interest, and which may include the collection or preservation of such objects, for the recreation or cultural education of the public.~~

NIGHTCLUB: Any premises licensed to provide for the on-premises consumption of alcoholic beverages, and where the principal use or function during regular meal hours (i.e., between 10:00 a.m. and 11:00 a.m.) is the sale of food, and the principal use or function after regular meal hours is the selling of alcoholic beverages and incident thereto may be the retail sale or consumption of food as a permitted use, consistent with N.J.S.A. 33:12 et seq., and where any of the following elements exist: (a) more than thirty (30%) percent of the floor area of the establishment is devoted to an entertainment portion of the business; or (b) the occupancy rate is either more than 130% of the number of seats or less than 12 square feet per occupant. Entertainment shall not include background music, whether live or recorded, whose primary purpose is to create an atmosphere or ambiance.

~~**OFFICE:** A room or group of rooms used for conducting the affairs of a business, professional, service, industry, or government. For purposes of permitted uses within zoning districts, offices shall mean all offices with the exception of medical/dental offices and professional offices.~~

~~**OUTDOOR EATING AND DRINKING ESTABLISHMENTS:** Retail establishments selling food and drink for consumption on or off the premises wherein a part or all of the dining area is located outdoors, or where customers or patrons purchase or receive food outdoors.~~

~~**PERSONAL SERVICES:** Establishments primarily engaged in providing services involving the personal care of a person, his or her personal goods or apparel, including the following: day spas, hair salons, beauty salons, and barbershops; skin care and nail salons; shoe repair; clothing and garment services such as cleaning, pressing, rental, and tailoring; licensed massage therapy, bodywork and somatic therapy (See Chapter 289 of the Chatham Borough Code for permit requirements); funeral services; pet grooming and pet day care. Recreational instruction and educational instruction uses are not included in the definition of personal services.~~

PUBLIC OPEN SPACE: Includes only that part of the ground area of a zoning lot which is devoted to outdoor active or passive recreational space, greenery and services which are normally carried on outdoors. Open space must conform to the minimum dimensions prescribed for the appropriate district and may not be devoted to private roadways open to vehicular transportation, accessory off street parking space or accessory off street loading berths. There shall be no private structures on the ground, except structures which are privately-owned and publicly accessible with prior authorization by the Chatham Borough Council.

PUBLIC PURPOSE USE: The use of land or buildings by the Borough of Chatham or any other officially created authority or agency thereof.

RECREATIONAL INSTRUCTION: Recreational instruction, including yoga, Pilates, martial arts, and personal training studios (but excluding health clubs), provided in a room or series of rooms. Retail sales of goods directly related to instructional emphasis on-site may be provided in conjunction with the principal recreational instruction use.

RESTAURANTS: Establishment where food and drink is prepared, served, and consumed within an enclosed building, and wherein food is served primarily by providing table service. "Table service" is defined as taking customer's orders at tables where they will be served. No restaurant shall have any walk-up windows nor any drive-through aisles or windows.

RESTAURANT, LIQUOR LICENSED: Any premises licensed to provide for the on-premises consumption of alcoholic beverages, and which at all times meets all of the following elements: (a) the sale of alcoholic beverages is incidental to the sale of food and not the primary source of revenue for the premises; (b) no "cover" or other minimum fee is charged to enter the premises at any time, provided, however that this provision shall not be construed to apply to fixed price meals, or complimentary glasses of champagne on holiday occasions such as Thanksgiving or New Year's Eve, or during special events; and (c) the occupancy rate is either no more than 130% the number of seats or no fewer than 12 square feet per occupant.

RETAIL SERVICES: Establishments providing services, as opposed to products, to the general public, including, but not limited to, finance, real estate and insurance, travel agencies, copying, mailing and packing services, and photographic services. Educational instruction and recreational instruction services are excluded from this definition of retail services for purposes of uses permitted within zoning districts. No retail service use shall have any walk-up windows nor any drive-through aisles or windows.

RETAIL TRADE: Establishments engaged in selling goods or merchandise to the general public for personal or household consumption. Even though certain establishments, including but not limited to hardware, paint, glass and wallpaper stores, may do a substantial portion of their business with contractors, they are included in this definition of retail trade. No retail trade establishment shall have any drive-through vehicular aisles or windows, or any service to the public in that manner.

ROOF DECK: An open common space available to tenants and their guests located on the roof of the building.

SERVICE STATION: Land and buildings provided for the sale of fuel, lubricants and automotive accessories, maintenance and minor repairs for motor vehicles, but not for vehicle body repairs or painting, car washing operations, car or truck rentals, parking for a fee, outside storage of motor vehicles on the premises for more than one week, or any other activity not specifically a part of the service station use.

STACKED FLAT: A residential dwelling unit of no more than four stories in which a unit is stacked on top of another residential unit.

THEATER: A facility used for viewing of live performances and/or films - excluding adult entertainment uses.

4.0 LAND USE / BULK STANDARDS:

4.1 PERMITTED PRINCIPAL USES:

1. The following uses are permitted principal uses in the Redevelopment Plan, except as otherwise provided herein:
 - a. **Mixed Use Eligible:** The following uses are permitted to be mixed with residential uses or with each other in a single building or complex:
 - i. ~~Commercial / Retail:~~
 - b. **Commercial / Retail / Other:**
 - Apiary;
 - Art Galleries / Artisan Workshop;
 - Brewery / Brew pub;
 - Business & Personal Services;
 - Child Care Centers;
 - Convenience Store;
 - Financial Institutions, Including Banks;
 - Hotel;
 - Indoor Commercial Recreation / Fitness Club;
 - Live/Work Lofts;
 - Market;
 - Museum;
 - Office & Co-Working;
 - Public Purpose Use;
 - Restaurants;
 - Retail Services & Trade;
 - Theater;
 - b. **Residential:** Townhomes / Stacked Flats (as inclusionary):
 - c. **Civic, Cultural, Institutional:**
 - Recreation / Community Center;
 - Public / Private Open Space (Active and Passive uses);
 - Public Purpose Uses (ie. Police and Fire Substations and Stations);
 - Libraries / Museums;
 - d. **Transit Stations:** Including parking facilities, "Park and Ride" and "Kiss and Ride";
 - a. **Mixed Use Eligible:** The following uses are permitted to be mixed with residential uses or with each other in a single building or complex:
 - i. ~~Commercial / Retail:~~
 - b. **Commercial / Retail / Other:**
 - Apiary;
 - Art Galleries / Artisan Workshop;
 - Brewery / Brew pub;
 - Business & Personal Services;
 - Child Care Centers;
 - Convenience Store;
 - Financial Institutions, Including Banks;
 - Hotel;
 - Indoor Commercial Recreation / Fitness Club;
 - Live/Work Lofts;
 - Market;
 - Museum;
 - Office & Co-Working;
 - Public Purpose Use;
 - Restaurants;
 - Retail Services & Trade;
 - Theater;
 - b. **Residential:** Townhomes / Stacked Flats (as inclusionary):
 - c. **Civic, Cultural, Institutional:**
 - Recreation / Community Center;
 - Public / Private Open Space (Active and Passive uses);
 - Public Purpose Uses (ie. Police and Fire Substations and Stations);
 - Libraries / Museums;
 - d. **Transit Stations:** Including parking facilities, "Park and Ride" and "Kiss and Ride";
2. Relation to Structured Parking for Mixed Use Projects. The uses listed above are permitted in the stories above structured or sheltered parking areas integrated into the building, or as "liner" uses separating the parking areas from the street or from any property boundaries.
3. Ground Level Uses on River Road and Watchung Avenue for Mixed Use Projects: Residential lobbies and entrances for the residential portion of a mixed-use building are permitted on the first floor on River Road and Watchung Avenue. Entrances to these uses should be distinct and separate from the entrances of all other first floor uses;
 - i. Lobbies and entrances shall not exceed 35% of the frontage of any building on River Road;

- ii. Utility rooms are permitted along street frontages so long as they match the existing facade of the building.
4. Existing nonconforming uses or structures are permitted to continue as per N.J.S.A. 40:55D-68. However, the renovation or restoration of a nonconforming use or structure that exceeds 20% of the building square footage shall be accomplished as per the standards of this Plan;

4.2 CONDITIONAL USES:

1. The following are permitted conditional uses in the Rehabilitation Area, subject to the conditions listed.
 - a. Residential Multi-family (apartments or condominiums):
 - i. These uses are only permitted above "Mixed Use Eligible" uses listed in subsection "b"; "a";
 - b. Educational / Instructional Use:
 - i. Any combination of Educational and/or Institutional uses occupy can no more than 15% of project gross floor area.
 - c. Structured Parking: Structured parking shall be fully screened by uses along River Road and Watchung Avenue with the exception of the access into the parking structure;

4.3 ACCESSORY USES:

1. Accessory uses and structures shall be permitted which are clearly and customarily incidental and subordinate to a permitted or conditional principal use on the same property. Examples of permitted accessory uses include, but are not limited to, the following:
 - a. Hotels & Office Buildings:
 - i. Shops, services, conference rooms, meeting areas, ATMs, vending machines, massage therapy, and other services which are accessible only to guests, employees, and tenants, provided they are located on first or second stories.
 - b. Eating and Drinking Establishments:
 - i. Outdoor beer gardens and patios, as well as temporary canopies, umbrellas, or other weather shelter for such spaces; ii. Rooftop dining and service areas, including rooftop bars;
 - c. Roof Top Amenities: Solar panels, green roofs, patios, seating areas, etc;
2. Accessory structures shall comply in all respects with the setback, building/impervious coverage, and height requirements of this Redevelopment Plan applicable to the principal structure, with the following exceptions.
 - a. No accessory structure shall be located closer to the street right-of-way line (in which the building faces) than the principal structure;
 - b. The aggregate area covered by accessory structures shall not exceed twenty-five percent (25%) of the rear yard (less required buffer areas), with the exception of parking structures and outdoor patios.
 - c. Accessory structures below grade shall have a minimum rear or side yard, when not abutting a street, of five feet;
 - d. No permitted accessory use or structure may occupy or prevent proper usage of any off-street or on-street parking spaces except as may be temporarily permitted by the Borough for special events or purposes.

- e. No accessory structure shall be constructed or placed on any lot unless the principal structure is first constructed or placed upon said lot, with the exception of parking facilities (surface or structure) which may be constructed prior to the primary use.
3. In no event shall the height of an accessory structure exceed the height of the principal building with the exception of appurtenances ~~which are permitted to go 15 foot above the building height.~~
 4. Except for structured or sheltered parking areas wrapped or below multi-family residential uses, no portion of an accessory structure shall include living quarters;
 5. Other Accessory Uses: The following standards shall apply to the below listed accessory uses
 - a. Live Entertainment Uses: Live entertainment may be provided as an accessory use in any eating or drinking establishment, cafe, civic, cultural, or institutional establishment in accordance with all applicable Borough codes.
 - b. Outdoor Open Markets: Permitted by special permit on Borough owned properties for selling fresh food and plants based on state laws and regulations.
 - c. Outdoor Music: As permitted by all applicable Noise Ordinances.
 - d. Structured Parking: Parking areas which are accessory to and either built into or attached to a building or containing permitted principal and conditional uses may be located below or behind those uses in such building provided that they are screened from the public rights-of-way and from adjacent properties in accordance with the requirements of this Redevelopment Plan.



Map 4: Red. Area Gateway 1 & 2

e. **Surface Parking:** Shall not be permitted in front of the permitted or conditional use.

4.4 PROHIBITED USES:

1. Any use not specifically designated as a principal permitted use, an accessory use or a conditional use, and any use explicitly prohibited in Borough's Code is prohibited in the rehabilitation area including but not limited to the following.
 - a. Adult Entertainment Use / Automotive Rental / Automotive Repair / Automotive Sales;
 - b. Drive Through;
 - c. Nightclubs;
 - d. Service Station;

4.5 AFFORDABLE HOUSING REQUIREMENTS:

1. Pursuant to N.J.S.A 40A:12A-7(b) and the New Jersey Fair Housing Act (N.J.S.A 52:27D-301 et. Seq.), this Redevelopment Plan incorporates the affordable housing requirements set forth in the Chatham Borough Land Development Regulations and further supported by the Borough's Third and Fourth Round Housing Element and Fair Share Plans.
2. All developments with a residential component shall include an on-site affordable housing set-aside of a 20% set-aside and shall further comply with Chapter 69 of the Borough Code.

4.6 GATEWAY I: BULK STANDARDS:

The following requirements apply for the Redevelopment Area with the exception of Block 140 Lots 7.02, 13, 14, 15, and 16, which fall under the Gateway II Bulk Standards within this Redevelopment Plan:

1. **Maximum Density:** 35 units per acre
2. **Maximum Impervious Coverage:** 85%
 - a. Pervious surface and / or storm-water management systems will be required for any proposed development to reduce the impacts to the Borough's sewer system. Infrastructure improvements would include but not be limited to green roofs, planter boxes and trays, permeable pavers, and above or below grade storm-water management systems.
 - i. The improvements shall be provided in order to ensure that the post-construction peak runoff rates for the 2 year, 10 year, and 100 year storm events are a maximum of 90 percent of the pre-construction peak runoff rates.
3. **Maximum Building Coverage:** 75%
4. **Building Setback Requirements to the property line:**
 - a. Setback from River Road and Watchung Avenue:
 - i. Minimum: 20 feet
 - b. Minimum Side yard Setback: 10 feet
 - c. Minimum Rear yard Setback: 15 feet
 - d. Canopies, cornices on the ground level are excluded from the setback requirements so long as they do not go into the public right of way.
 - e. Redevelopers shall be responsible for obtaining approval from applicable county, regional and state agencies for any public improvements, public access or building projections above the right of way.
5. **Building Height Requirements:**
 - a. Maximum Building Height / Stories: 4 Stories / 54 feet
 - i. Based on the road frontage of the proposed development, stories located below grade as viewed from River Road or Watchung Avenue do not count as a story.
 - ii. Rooftop Appurtenances including architectural features such as spires, cupolas, domes, and belfries, are permitted to exceed the listed maximum height, as long as they are uninhabited, their highest points are no more than 15 feet above the maximum overall height of the building, and as long as the total area enclosed by the outer edges of the appurtenances, measured at

the maximum overall height of the building, does not exceed 15 percent of the total horizontal roof area of the building.

- iii. Stairs and elevator penthouses that project above the maximum overall height of the building shall count toward the 15 percent allowance. Equipment screens which project above the maximum overall height of the building shall also count toward the above 15 percent allowance.
 - iv. Parapet Walls are permitted up to five feet in height, as measured from the maximum height, or finished level of roof. A guardrail with a surface of at least 70 percent open or with opacity of not more than 30 percent (as viewed in elevation) shall be permitted above a parapet wall or within two feet of a parapet wall, provided that such guardrail is not more than four feet in height. Such restriction on guardrail height shall not apply when located beyond two feet from a parapet wall, in which case the guardrail shall be exempt from parapet height requirements.
 - v. Mechanical Equipment shall be set back from all building facades by at least 10 feet and screened from new and existing sidewall view with materials consistent with the building elevations.
 - vi. Solar: Solar panels are permitted on flat roofs anywhere below the parapet, regardless of building height. Portions of solar installations that are higher than 4 feet may be subject to limits on roof coverage and height per the Planning Board's discretion.
 - vii. On sloping roofs, panels may be flat-mounted but should not exceed 18" above the roof line. The location, height and design of solar installations will be determined at the Planning Board's discretion.
 - viii. Green Roof: Vegetated roofs shall be permitted, provided they do not exceed 3 feet, 6 inches in height, excluding vegetation, as measured from the maximum height limit. On roofs with slopes greater than 20 degrees, vegetated roofs shall be limited to a height of 12 inches measured perpendicular to the parapet.
- b. Floor to Floor Height Requirements
- i. Finished residential first floor shall be at least 24 inches above the exterior grade.
 - ii. Up to four (4) feet of underground parking may be exposed above grade along River Road and not be counted towards the total story height maximum

<i>Floors</i>	<i>Minimum</i>	<i>Maximum</i>
Ground Floor	12 feet	15 feet
Upper Floors	10 feet	13 feet

6. **Rehabilitation of Existing Structures:** The density, area, yard and height requirements of this section are not required for rehabilitation of existing structures with less than 20% expansion.

7. **Dedicated Public Open Space:**

- a. The Gateway I Redevelopment Area includes Borough of Chatham owned properties that are either located under an existing power line easement or within the environmentally sensitive property located along the Passaic River. The following properties all of which are owned by the Borough of Chatham will be dedicated as public open space.

- i. Block 137 Lot 1, Block 138 Lot 1, Block 139 Lot 1, Block 140 Lot 1.
- b. Public improvements including, parks, open space, active and passive recreation, walking trails and paths as well as parking and roadways associated with these uses is permitted.
- c. This Redevelopment Plan permits the abandonment of all or portions of Perrin, Saint James and Bonnell Streets for the inclusion of public open space.
- d. Block 135 Lot 8 permits private passive recreation uses for The Ivy development.

4.7 GATEWAY II: BULK STANDARDS:

- a. The following requirements apply for the Redevelopment Area apply to Block 140 Lots 7.02, 13, 14, 15, and 16 of this Redevelopment Plan. All bulk standards identified in the Gateway I: Bulk Standards shall apply to the Gateway II Bulk Standards with the exception of the following:

- 1. **Maximum Density:** 18 units per acre
- 2. **Maximum Building Height:** 4 Stories / 54 feet
- 3. **Dedicated Public Open Space:**
 - a. The Gateway II Redevelopment Area includes private properties that are either located under an existing power line easement or within the environmentally sensitive property located along the Passaic River. These properties include Block 140 Lots 13, 14, 15, and 16.
 - b. Public improvements including, parks, open space, active and passive recreation, walking trails and paths as well as parking and roadways associated with these uses is permitted in addition to the permitted uses within the Redevelopment Plan.

4.8 DENSITY BONUS STANDARDS:

The bulk standards identified herein shall be increased by granting a density bonus to a developer in exchange for community benefits set forth in the redevelopment agreement between a developer and the Borough.

- a. Purpose: The purpose of a density bonus is to allow for the creation of public amenities / improvements within the Redevelopment Area.
 - i. Density bonuses shall apply only to designated redevelopers within the Redevelopment Area and are subject to a Redevelopment Agreement and are at the sole discretion of the Governing Body.
 - ii. Community benefits agreed to as part of granting a density bonus shall be provided in addition to, and shall not be substituted for a developers obligation to construct affordable housing units in accordance with the set-aside requirements of this Redevelopment Plan.
 - iii. Any additional story as a result of a density bonus shall require a minimum 12 foot setback from the floor(s) below.
 - iv. The maximum density bonus shall not exceed 19 units per acre above the base density for either the Gateway I or Gateway II areas.
- b. The Governing Body may consider providing density bonuses based on providing public benefits / improvements, ~~including but not~~ limited to the following:

- i. Increased Affordable Housing Set-aside:
 - Up to an additional 12 units per acre and one additional story may be permitted for an increased set aside of affordable housing by up to 5% over the base requirement set-aside (20%) for-rent and for-sale projects as identified in Chapter 69 of the Borough of Chatham's Land Development Regulations.
 - 1% set aside for 2 additional units per acre
 - 2% set aside for 4 additional units per acre
 - 3% set aside for 6 additional units per acre
 - 4% set aside for 8 additional units per acre
 - 5% set aside for 12 additional units per acre plus one additional story
- ii. Dedication of Public Open Space / Payment into Public Open Space Trust:
 - Up to an additional 12 units per acre and one additional story may be provided for ~~the dedication of open space to the Borough as part of a Redevelopment Agreement. either the dedication a minimum of 0.75 acres of property for the purpose of public open space to the Borough for community use or a payment to the Borough of \$25,000 per market rate unit over the permitted density toward the Borough's Open Space Trust to be used for the acquisition and/or improvement of property for public open space / community benefit within the Redevelopment Area.~~

4.9 PARKING STANDARDS:

1. New Construction Parking Ratios:

The minimum parking requirements for new development projects are as follows:

Use	Parking Ratio
Art Galleries / Artisan Workshop	3.0 sp per 1,000 sq ft
Brewery / Brew pub	3.0 sp per 1,000 sq ft
Business & Personal Services	4.0 sp per 1,000 sq ft
Child Care Centers	1.0 sp per staff + 1 sp per 10 students
Convenience Store	5.0 sp per 1,000 sq ft
Financial Institutions, Including Banks	4.0 sp per 1,000 sq ft
Hotel	1.0 sp per room
Indoor Commercial Recreation / Fitness Club	4.0 sp per 1,000 sq ft
Live/Work Lofts	1.2 sp per unit
Multi-family	RSIS
Museum	3.0 sp per 1,000 sq ft
Office & Co-Working	3.0 sp per 1,000 sq ft
Restaurants	1.0 sp per 3 seats (*)
Retail Services & Trade	4.0 sp per 1,000 sq ft
Theater	1.0 sp per 5 seats
Recreation / Community Center	4.0 sp per 1,000 sq ft
Public Purpose Uses; Libraries / Museums,	Based on the zoning ordinance 4.0 sp per 1,000 sq ft

2. Notes:

- a. All parking areas shall meet or exceed Americans with Disabilities Act (ADA) standards.

- b. Compact car spaces measuring a minimum of eight feet six inches (8'-6") feet wide by sixteen (16) feet deep, shall be permitted provided the total number does not exceed 20% of the total parking provided.
- c. Vehicular access to parking facilities shall be located and designed to minimize conflicts with pedestrian circulation.
- d. When the formula or parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required.
- e. (*) Outdoor seating areas do not count toward the required parking ratios.
- f. Accessory uses do not require parking.
- g. All surface parking shall be screened based on the Design Standards indicated in the Screening Section of this **Redevelopment Plan**.

3. Adaptive Reuse / Rehabilitation of Existing Structures:

- a. The Planning Board, at its discretion, may waive up to 50% of the required parking for each use proposed in an adaptive reuse or rehabilitation project, where those uses will occupy existing buildings within the Redevelopment Area that cover over 90% of existing lot area and where the building footprint is not being modified.

4. Parking Space Locations and Access:

- a. No surface parking or maneuvering space is permitted within any required yard, except driveways providing access to the parking area from the street or connecting two parking areas.
- b. Dead-end parking aisles shall include an extra striped area to allow vehicles to safely reverse out of spaces at the end of the aisle.
- c. Columns and walls of structured garages or parking structures shall not encroach into the required parking space width.
- d. Off-street tandem parking is prohibited.
- e. On-street parking shall not count towards meeting the minimum parking requirements of this plan.

5. Electric Vehicle Parking and Charging Stations:

- a. All private parking facilities shall provide adequate electrical infrastructure to service potential future electrical vehicle charging stations. These "charger ready" spaces shall have the capacity to be dedicated to specific tenants, who shall be permitted to install their own electric vehicle chargers **per the Borough of Chatham Zoning Ordinance**.
- b. At least 20% of spaces in private facilities shall be improved as "charger ready" spaces.



Map 5: Redevelopment Area (Public, Private, Redevelopment)

- c. At least 10% of all publicly accessible spaces shall be equipped with electric vehicle charging stations at the time such facility is put into service.
 - i. It is recommended that an additional 5% of the total publicly accessible number of spaces be dedicated for electric vehicle parking, but only improved as “charger ready” spaces when facility is initially constructed.
 - ii. It is suggested that 75% of installed charging stations be of a make and model compatible with the greatest number of electric vehicles in service at the time of installation. Up to 25% of charging stations may be suitable for specialized vehicles (i.e. those that are not compatible with the greatest number of electric vehicles in service at the time of installation).

6. Shared Parking:

- a. A determination of the actual parking requirement for each Project shall be based upon the shared parking opportunities provided by [the mixed-use nature of the](#) projects. The Applicant shall be required to submit a shared parking analysis as part of the site plan application before the Planning Board. The shared parking analysis must be prepared by a qualified parking expert or licensed professional planner based on the anticipated hours of operation and specific operational characteristics of the anticipated users in the proposed development. The shared parking study should include the following steps;
 - i. Determine the minimum parking requirement for the individual uses in the development project- The minimum number of parking spaces that are to be provided for each use shall be based on the parking ratios included in this redevelopment plan;
 - ii. Adjust for shared parking- The minimum parking requirement for each use shall be multiplied by the “occupancy rate” [as indicated in the table below at Figure 2.9](#). The applicant and its professionals shall provide documentation to the Board demonstrating the occupancy rates for [all any](#) proposed land uses [not included in the table](#). Absent documentation, which is subject to review and approval by the Board, 100% of the required parking shall be included in the Shared Parking Study for each time period;
 - iii. Tabulate the minimum parking requirement for each time period- Sum of the adjusted minimum parking requirements for each land use for each of the six time periods shall be calculated to determine an overall project minimum parking requirement for each time slot;



Image 1: Public open space with outdoor dining and retail.

- iv. Total minimum parking requirement: The highest parking requirement for any of the six time periods shall be the minimum parking requirement for the mixed use development project;
 - b. In the event there is a change in the size, distribution or use of any of the project components, the property shall be required to appear before the approving Board to demonstrate that the modifications do not negatively affect the results of the approved Shared Parking Study and analysis. Any change that results in a parking deficiency will require variance relief;
 - c. The Shared Parking Study is subject to review and approval by the Board and its professionals. If the shared parking analysis is deemed acceptable, the Board may relax the aggregate total of required parking spaces to account for the shared use of the provided spaces. The application and acceptance of this policy is at the sole discretion of the Planning Board;
7. **Existing Non-Conforming Parking:** Existing non-conforming parking spaces, areas, and related on-site circulation shall be removed if the property undergoes a change of use or expansion. However, no additional parking is required for the reuse of an existing building, or due to the removal of non-conforming parking.
8. ~~Off-Site Parking Standards: Parking standards may be met on-site or off-site at the discretion of the Planning Board. In order for the off-site parking to count toward the minimum parking requirements, it shall be located within 800 feet from the permitted use on either a Municipal Lot or on a property owned by the developer. Off-site parking must be maintained so long as the use of the building remains. In the event of a change in use or density, parking requirements shall be adjusted to meet the standards for the new use.~~
9. **Bicycle Parking:** Bicycle parking is required for new developments at a rate of one bicycle parking space for every ~~25~~ ~~50~~ vehicle parking spaces, up to 200 vehicle parking spaces.
 - a. Thereafter, one bicycle parking space shall be provided for every 100 vehicle parking spaces. Fractions equal to or greater than one half resulting from this calculation shall be considered to be one bicycle space;
 - b. Bicycle parking shall ~~not~~ be located within the building and/or within a secured room. ~~in a front yard or in the right-of-way on Main Street;~~
10. **Structured/Underground Parking Decks:** Mixed use developments can provide security for residents by controlling vehicular and pedestrian access to structured or underground parking in areas designated for the residential parking;
11. **Additional Off-Street Parking Regulations:**
 - a. Off-street parking dimensions shall be 9'-0" x 18'-0" ;
 - b. Two lane drive aisle dimensions for 90-degree (perpendicular) parking spaces shall be 24'-0" ;
12. **Loading Standards:** Buildings and structures, excluding parking structures, subject to the provisions of this section, must provide a minimum number of off-street loading spaces. These spaces must be designed and constructed so that all loading maneuvers take place within the property line, service alley or secondary street. These loading spaces shall not interfere with the normal movement of vehicles and pedestrians in the public rights-of-way, unless otherwise approved.
 - a. The specifics regarding loading zones and considerations will be addressed within Redevelopment Agreement(s).

- b. The number of loading zones or areas should be kept to a minimum by sharing both on-street and off-street loading areas among uses where appropriate.
- c. Appropriate accommodations near main residential entrances and significant commercial and/or public spaces, out of the flow of traffic, should be reserved for pick-up and drop-off of passengers.
- d. Appropriate citing of loading areas to accommodate commercial deliveries, including parcel drop off, residential moving, **ride-hailing** and other larger deliveries, should be off-street and away from the public realm.

4.10 SIGNAGE STANDARDS:

1. All signage shall comply with Chapter 165 Land Development Regulations Article XIII Signs.

4.11 STREETScape STANDARDS:

All streetscape improvements are required by the developer and shall include all permitting requirements as part of any Redevelopment Plan. All proposed streetscape improvements shall be reviewed and approved by the Borough Engineer as part of any site plan application. All plant materials are required ~~encouraged~~ to be native species.

1. Streetscape Requirements:

- a. River Road and Watchung Avenue shall be designed based on the following minimum requirements:
 - i. A minimum 4 foot Street Furniture Zone shall be located at the back of curb.
 - ii. A minimum ~~4~~ 6-foot sidewalk shall be located at the back of the Street Furniture Zone.
 - iii. All other street frontage shall provide a minimum 4 foot street furniture zone with a 4 foot sidewalk.

2. Street Furniture Zone:

- a. The street furniture zone shall include the following:
 - i. Street trees planted an average of 35 foot on center within the 4 foot zone.
 - ii. Two benches and one trash receptacle located between every other street tree centered within the 4 foot zone.
 - iii. Street lights centered between every other street tree that does not include benches and trash receptacles.
- b. The street furniture zone ~~shall~~ **may** be planted (within the exception of the bench areas) or include hardscape.
 - i. In areas with hardscape pavers shall be used with color banding.
 - ii. ~~For areas without tree grates, elevated~~ **Elevated** brick course edging of a minimum of 4 inches is required around each street tree
 - iii. Up lighting and GFI outlets are required for each street tree.
- c. Bus shelter locations and design should be coordinated with the streetscape design.

3. Trees:

- a. Street trees shall be planted with a minimum 3.5" caliper, shall be trimmed up to 8 feet and shall be in accordance with the "American Standard for Nursery Stock" published by the American Association of Nurserymen;

- i. Prior to installation a minimum 4-foot by 8-foot area should be treated and prepared for tree root growth;
 - ii. Permanent irrigation shall be required for all street trees;
 - iii. There shall be a minimum distance of 15 feet between any street tree and the curb return at a street intersection.
 - b. Tree Grates:
 - i. Tree grates can be used wherever a tree is placed within a high traffic area.
 - ii. Tree grates should allow for tree growth and be made of ductile iron and should be factory painted.
4. **Sidewalk Design:**
 - a. Sidewalks shall be installed behind the Street Furniture Zone and should be a minimum of 6 feet in width.
 - b. Sidewalks should have a higher level of finish on pedestrian oriented, mixed-use streets (pavers, colored, stamped or concrete, etc. - asphalt is prohibited).
 - c. The pattern and type of materials will be determined during the site plan application and design phase.
5. **Street Furniture and Accessories:**
 - a. Seating, Benches & Trash Receptacles:
 - ~~i. A minimum 4 foot Street Furniture Zone shall be installed between the curb and the sidewalk and shall include all streetscape furniture and lighting;~~
 - ii. Seating shall be required to be installed along River Road and Watchung Avenue.
 - ~~iii. Two benches with one trash receptacle shall be located between every two street trees; and~~
 - iv. Seating should not obstruct views for vehicles, sidewalks for pedestrians, or signs and displays for businesses, and shall not encroach into pedestrian or vehicular rights of way.
6. **Bicycle Racks:**
 - a. Bicycle racks should be permanently mounted and placed in convenient locations to encourage bicycle uses.
 - b. Bicycle racks should be placed as not to obstruct views or cause hazards to pedestrian drivers.
 - c. Bicycle racks should exhibit a simple and easy design that allows convenient and safe use by the public.
 - d. Bicycle racks should be out of the public right of way and not in the street furniture zone.
7. **Street Lighting:**
 - a. Street lights should be located behind the curb and within the Streetscape Furniture Zone and shall be located between every other street tree that does not include benches and trash receptacles.
 - b. Luminaires should be translucent or glare-free using opaque glass or acrylic lenses.
 - c. Diffusers and refractors should be installed to reduce unacceptable glare adjacent to residential areas.
 - d. The specific street light height and spacing shall be determined during the design phase and approved by the Borough Engineer.

- e. Street light photometrics, specifications and locations shall be submitted for review and approval by the Borough's engineer.

8. Trash Receptacles:

- a. Trash receptacles should be located conveniently for pedestrian use and service access in significant areas and gathering places.
- b. Trash receptacles should be permanently attached to deter vandalism and have sealed bottoms with sufficient tops to keep contents dry and out of pedestrian view.
- c. The type and location of the receptacles will be determined during the design phase.
- d. At minimum every other trash receptacle should include an additional recycling container.

9. Utility Accessories:

- a. Utility boxes, meters, man hole covers and fire hydrants should be coordinated with other streetscape accessories.
- b. Utilities should be readily accessible and placed so as not to obstruct pedestrian movement and should minimize visual and physical impact as much as possible.
- c. Overhead utilities are not permitted for any new development. Any existing overhead power lines shall be removed as part of any Redevelopment Plan.

4.12 SCREENING STANDARDS:

The provisions of this section shall be met at the time land is developed or the land and structures are redeveloped. The requirements of this section do not apply to lots or portions of lots, which are vacant or undeveloped.

- 1. **Off Street Parking:** All proposed off street parking areas ~~with 25 spaces or more~~ shall be screened from all public streets with the following criteria:

- a. A 4 foot minimum planting strip shall be located between the back of the public sidewalk and the parking area;
- b. The planting strip shall be planted with evergreen shrubs at least three feet high at the time of planting which are a species that will form a year round dense screen. The maximum height for planting should be maintained at no greater than 4 feet in height;
- c. Perimeter trees shall be planted at no greater than 25 foot on center based on the perimeter length of the



Image 2: Street trees with edging



Image 3: Streetscape with planting beds



Image 4: Streetscape with residential stoops



Image 5: Streetscape with residential stoops

parking area and should be trimmed up to 8 feet in height at the time of planting;

d. All plant materials shall be native.

2. **Interior Landscape Planting:** All open parking areas ~~of 36 or more parking spaces or at least 12,000 square feet in area~~ shall provide at least one 4 inch caliper tree for every 8 parking spaces which include perimeter trees. ~~(See Section 3: Design Standards for minimum street tree requirements:~~
 - a. Fractions equal to or greater than 0.5 resulting from this calculation shall be considered to be 1 tree;
 - b. Each such tree shall be located in a planting island with a minimum area of 150 square feet of pervious surface;
 - c. The following distribution of trees shall apply:
 - i. Each end space in a row of 12 or more parking spaces shall fully abut a planting island or a perimeter landscaped area along the long dimension of the end space;
 - ii. No more than 20 parking spaces shall be permitted between planting islands, or a planting island and a perimeter landscaped area;
3. **Required Screening:** The following uses or site elements must be screened from abutting property and from a public street:
 - a. Dumpsters, recycling containers ~~and (except for recycling containers located at recycling collection centers), or~~ solid waste handling areas;
 - b. Service entrances or utility structures associated with a building, except in the area where such use abuts other service entrances or utility structures;
 - c. Loading docks or spaces, except in the area where such use abuts other loading docks or spaces;
 - d. Utility meters, HVAC equipment, generators, transformers, and similar equipment, structures, or mechanisms at ground level.
 - e. Outdoor storage of materials, stock and equipment; and
 - f. Any other uses for which screening is required under these regulations;
4. **Landscape Buffer:** Any screening or buffer areas used to comply with the provisions of this section or other ordinance provisions, for uses other than parking decks, must consist of a planted area which is at least 4 feet wide.
 - a. This area may contain any type screening materials sufficient to visually separate land uses on separate lots, provided such materials meet the requirements of this section;
 - b. If a wall or fence is used, then the buffer shall not require shrubbery, but shall require trees where the proposed building is at least two-stories in height. The composition of the screening material and its placement on the lot will be left up to the discretion of the ~~property owner~~, Planning Board; ~~so long as the purpose and requirements of this section are satisfied;~~
5. **Installation Requirements:** The following contains standards to be used in installing screening:
 - a. Trees must be installed with a minimum 4 inch caliper and must be large deciduous or evergreen species which have a minimum growth height of 25 feet; ~~(See Section 3: Design Standards for minimum street tree requirements.)~~

- b. Trees should be trimmed up 8 feet at the time of planting;
- c. Shrubs used in any screening or landscaping must be evergreen, at least 3 feet tall with a minimum spread of 2 feet when planted and no further apart than 4 feet. They must be of a variety and adequately maintained so that an average height of 3 to 4 feet could be expected as normal growth within 4 years of planting. Shrubs and trees shall be approved by the Planning Board during the site plan application. Borough Engineer;
- d. Any fence or wall used for screening shall be constructed in a durable fashion of brick, stone, other masonry material, specifically designed for fencing or wall construction purposes;
- e. A fence used for screening in accordance with this Redevelopment Plan shall be entirely closed, or opaque. A chain link fence with plastic, metal or wooden slats cannot be used and does not satisfy the requirements of this section;
- f. The maximum height for a wall or fence is 4 feet, except that a fence as tall as 6 feet shall be permitted along a property line abutting a one- or two-family dwelling or as may be deemed appropriate by the Planning Board. ~~where the application concerns a public use and is necessary for public safety;~~

4.13 ENVIRONMENTAL STANDARDS:

The provisions of this section shall be taken into consideration at the time land is developed or the land and structures are redeveloped. The requirements of this section apply to all lots and portions of lots, which are vacant or undeveloped.

1. Environmental Standards and Preservation:

- a. ~~Any~~ All projects shall comply with New Jersey's environmental regulations, including those outlined by the New Jersey Department of Environmental Protection (NJDEP).
- b. Environmental impact assessments ~~should~~ shall be provided as part of any site plan application but can be waived at the discretion of the Planning Board.
- c. Sites adjacent to waterways with slopes and existing vegetation shall be stabilized and protected during and after construction.
- d. Information pertaining to potential impacts on the areas hydrology as it pertains to the Borough's drinking water supply shall be provided as part of any site plan application.
- e. Silt fencing shall be provided during construction to prevent runoff.
- f. Utilize erosion and sedimentation control per all jurisdictional requirements during construction.
- g. Provide all required setbacks and riparian buffers along riverfronts to protect natural habitats and ensure public access to scenic areas.
- h. Preserve wetlands and mature trees to maintain biodiversity and mitigate flooding risks.
- i. Conserve, restore, and include long-term conservation management of habitat, wetland, and water bodies where impacted during construction.

2. Green Buildings, Green Infrastructure, and Climate Resiliency:

- a. New construction projects are strongly encouraged to utilize Green Building and Sustainable Design as part of the project.
- b. Encourage buildings to be LEED Green Building certified with a focus on energy efficiency and carbon emission reduction, waste reduction, water conservation, sustainably produced materials,

indoor air quality, occupant productivity and health.

- c. Reduce impervious surfaces to improve water absorption, decrease flood risks, and minimize heat island effects.
- d. Stormwater management systems should ~~consider~~ incorporating green infrastructure including bioswales, retention basins, minimal lawn area, rain gardens, redirect drains and downspouts onto pervious or vegetated surfaces.
- e. Plan for other Low Impact Development (LID) design features such as green roofs and green walls.
- f. ~~Consider~~ **Provide** renewable energy solutions like rooftop solar panels and energy-efficient building designs to minimize energy consumption and operational costs. These include efficient heating and cooling, geothermal technology, enhanced day lighting, efficient building envelopes, Energy-Star-labeled building products, heat pumps, and induction cook tops, low-flow fixtures, waterless urinals, sensor control faucets.
- g. Encourage the capture and re-use of rainwater, gray water, and storm water.
- h. All projects shall use ~~a majority of~~ native plants, non-invasive species, low-water, low-maintenance landscaping.
- i. Plant additional indigenous, non-invasive trees and shrubs and preserve existing tree cover.
- j. Encourage chemical-free landscaping practices to promote environmental health.

3. **Recycling / Clean-up Considerations:**

- a. During site plan applications provide a plan to implement waste management / recycling to divert construction, demolition, and land clearing debris from landfill disposal.
- b. Orient buildings to maximize day lighting and energy conservation and minimize detrimental effects on surrounding sites.
- c. Consider new building materials to contain recycled content and to use building materials extracted, processed, or manufactured with a 500-mile radius.
- d. Provide recycling facilities within any new development **as well as composting**.

4.14 ARCHITECTURAL DESIGN STANDARDS:

1. **Intent:** The intent of the Architectural Design Standards is to set a vision for any development that occurs within the Redevelopment Area and to ensure the architectural design is consistent with the goals and objectives of the Borough's Master Plan and related planning documents. The vision for this Redevelopment Plan is to promote the development of transformative project(s), which would create a gateway into the Borough. The following design standards are included to ensure the design and development of a high quality, pedestrian friendly, mixed-use environment.
2. **General Architectural and Material Standards:**
 - a. All buildings shall be constructed with high quality materials that reinforce pedestrian scale;
 - b. All new structures shall take into consideration the relationship to other existing or proposed buildings along the River Road and Watchung Avenue corridors in terms of light, air, usable open space, height, materials and massing;

- c. All facade building materials shall include brick, stone, cast stone, clay, tiles (porcelain, ceramic) resin panels (mansard roof application), which cover a minimum of 60 percent of each building façade, exclusive of windows and doors, with accent materials comprising a maximum of 30 percent (including but not limited to metal panels, hardi-plank, cement fiber, exposed concrete) for each building façade;
- d. Vinyl siding of any kind is strictly prohibited;
- e. Elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base are strongly recommended and should be provided to add special interest;
- f. Special attention must be given to the design of windows at the base of buildings. Ribbon windows are discouraged. Recessed windows are encouraged which are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments;
- g. Retail and commercial storefront design shall be oriented to either River Road, Watchung Avenue and/or toward a public park, plaza or open space element;
 - i. Operable windows are encouraged for any restaurant or food related retail on the ground floor facing a public park, plaza or open space;
- h. Tower elements:
 - i. Tower / pavilion elements, which are differentiated from surrounding segments of a building facade by way of height, stylistic features, or roof design and are typically advanced from the main plane of the facade, are encouraged to be incorporated at building corners, especially where one or both facades face public open space or public streets;
 - ii. Pavilions should be located at emphatic points in a building, such as the center or ends and allow the monotony of the roof to be broken for dramatic effect;
 - iii. A tower, pavilion, or other vertically projecting building element may exceed the roof height by not more than 12 feet and should be utilized in addition to parapets and other building elements to screen rooftop equipment or other rooftop projections;
 - iv. Elements include but are not limited to molded cornices, decorative eaves, finial and pinnacle roof elements, textured shingles;
- i. Columns:
 - i. Wood, fiberglass, or composition board box columns. Historic polymer or fiberglass reproductions of round columns are also permitted;
- j. Doors:
 - i. This style varies with double front sash door, single plane design doors with large decorative, leaded glass;
 - ii. Recessed doors are encouraged, but should generally not be recessed more than two (2) feet from the outer most surface of the facade;
 - iii. Detailing around doors is encouraged;
 - iv. Doors at corners where both building facades face public streets or plaza/open space elements should be recessed and chamfered in a way that establishes a relationship between the door and the street intersection or open space;

- k. Windows:
 - i. Where windows are used they shall be transparent when facing a public street;
 - ii. Windows should align vertically from floor to floor;
 - iii. Windows should be paired in either groups of two or three;
 - iv. Smaller round windows can be tucked in across the frieze or beneath the cornice;
 - v. All windows shall may have a divided-light appearance;
 - vi. Windows should decrease in size between floors with the largest windows on the first floor;
 - vii. Bay Windows
 - (1) Bay windows are encouraged;
 - (2) Bays should be constructed of a light material, such as wood, and can be composed of either casement windows with a divided-light appearance or narrow, double hung windows;
 - viii. Shutters
 - (1) Plank/board or panel-style louvered shutters are encouraged adjacent to windows as an accent where complimentary to the architectural style of the building;

- l. Ventilation Openings:
 - i. Wall vents shall not be located less than 12 feet above the average sidewalk grade in front of the building;
 - ii. Wall vents facing a public right of way or open space shall have an ornate or decorative grill which matches and enhances the architectural style of the building;
 - iii. Ventilation for dryer exhaust, fresh air intake, bathroom and kitchen exhausts are excluded from this requirement.

- m. Trim:
 - i. Wood, fiber, cement board, composition board, or polymer millwork for built-up sections;
 - ii. Trim materials shall be moisture resistant and durable;
- n. Foundations:
 - i. Concrete, brick, or stone veneer are permitted;

3. Facade Design and Character:

- a. Ground level uses shall have their primary entrances facing the public street upon which the proposed project faces;



Map 6: Flood Map

- b. Public entrances shall also be permitted from facades facing public open space or parking areas for that use;
- c. Horizontal Articulation / Facade Length;
 - i. Each building façade greater than 60 feet in length shall incorporate wall plane projections or recesses that are compatible with the proposed building architecture. Suggested breaks should occur every 40 feet.
 - (1) The use of different façade materials that act to break the building appearance into smaller increments and sections is also encouraged.
 - ii. Expanses of solid wall that are visible from a public street is not permitted and shall not exceed 30 feet in length.
 - iii. Materials - The building façade shall incorporate a change of materials;
- d. Vertical Articulation:
 - i. A principal building shall be designed so that the massing or facade articulation of the building presents a clear base, middle, and top. The visual base should not extend beyond the first floor of the building, with an emphasis on providing design elements which enhance the pedestrian environment particularly at the street level;
 - ii. First floors shall be designed with adequate floor to ceiling height to accommodate building



Image 6: Craftsman Style Mixed Use



Image 7: Craftsman Style Mixed Use



Image 8: Craftsman Style Mixed Use



Image 9: Craftsman Style Mixed Use



Image 10: Traditional Style Mixed Use



Image 11: Traditional Style Mixed Use



Image 12: Traditional Style Mixed Use



Image 13: Traditional Style Mixed Use

ground floor uses, lobbies, loading or service areas, and the like. Lower levels can be differentiated from upper stories by incorporation of elements including, but not limited to, the following:

- (1) Low planters and walls;
- (2) Use of veneer banding or wainscot, change in materials, and change in textures;
- (3) Heavier materials and darker colors on lower levels;
- (4) Integrated covered walkways, trellises, or architectural awnings; or
- (5) Other design elements that distinguish lower levels as determined by the Board;

iii. The base (either the entire first floor, or the lowest portion of the first floor) of all facades of buildings should be highlighted architecturally in order to visually ground the building;

- e. No more than three different materials should be employed as primary materials on a building façade:
 - i. Building materials may include brick, stone, cast stone, metal, clay, porcelain, ceramic, tile, resin panels and glass storefront assemblies, wood and fiber cement siding;
 - ii. Vinyl siding of any type and grade is strictly prohibited on any portion of any building façade within the redevelopment area;
 - iii. Synthetic stucco materials such as EIFS are prohibited on any facade;

- iv. First level commercial uses may be designed using different material than the levels above;
- f. Entrances and Doors:
 - i. Pedestrian building entries within the front facade should be clearly visible and highlighted through such means as projecting bays, columns, canopies, overhangs, porches, and stoops. Such features shall not project more than four (4) feet from the building wall;
 - ii. Entrances for uses located above the ground floor should be separate and distinct from entrances for street level commercial uses;
 - iii. Entrances for buildings on a corner should incorporate a tower element where feasible;
 - iv. Buildings that front on parks, plazas, common areas and public open space shall have a primary building facade with a customer entrance that faces the common or public area in addition to a street facing facade;
 - v. All customer or resident/visitor entrances shall create architectural interest and variation from other portions of the building by incorporating at least three (3) of the following:
 - (1) Changes in building plane through recesses and/or projections;
 - (2) Canopies, awnings, arcades, galleries, or other overhangs;
 - (3) Tower elements;
 - (4) Architectural embellishments;
 - (5) Changes in building material, color, and/or texture; or
 - (6) Other design elements that add visual interest as determined by the Borough;
- g. Canopies / Awnings:
 - i. Canopies and awnings should be comprised of rigid materials and should be horizontal in nature;
 - ii. Awnings, canopies, and similar projections shall have an overhead clearance of at least 10 feet, and may not encroach more than seven (7) feet into the public right-of-way without permission from the governing body;
 - iii. Ground supports for projecting features may not obstruct or interfere with pedestrian or vehicular movement;
- h. Balconies:
 - i. Balconies are permitted and encouraged above the first story provided they do not project more than six (6) feet from any building or 4 feet into the required front yard setback or as permitted by the Building Department;

4. Other Design Standards:

- a. Mechanical Equipment Screening:
 - i. The screening of rooftop mechanical equipment is required;
 - ii. All rooftop mechanical equipment including cell phone antennae if visible from any adjacent public street shall be screened from view in all directions and elevations to minimize the negative impact from any public street, neighborhood or adjacent building. Applicants shall provide a visual study as part of any site plan application process if requested by the Board.
 - iii. Screening materials shall be consistent with the architectural detail, color and materials of the building;
 - iv. Wire mesh screening is not permitted;

- v. All roof HVAC systems must be set back a minimum of 15 feet from the walkway portion of any sidewalk and screened as to not be visible from any adjacent public street or public property;
 - vi. Mechanical equipment does not count toward the maximum Building Height;
 - vii. Any wall pack ventilation unit facing a public street must match the adjacent material color;
- b. Building Service and Loading Locations:
- i. Service locations for new development are permitted in rear and side yard areas, or may face a public right of way provided that service activity shall be restricted to off peak hours;
 - (1) All service and trash areas shall be located within a building footprint and shall be fully enclosed;
 - (2) All trash / recycling shall be through a private hauler;



Image 14: Modern Style Mixed Use



Image 15: Modern Style Multifamily



Image 16: Modern Style Multifamily

5. **Visual Approval Required by the Governing Body:**

- a. The visual appearance of the buildings is critical to ensure that this project is embraced by the community and will accomplish the goals of the community.
- b. Accordingly, and notwithstanding the foregoing standards, the redeveloper shall be required to prepare a detailed rendering of the buildings and improvements, incorporating the foregoing standards, which shall be acceptable to the Governing Body as a



Image 17: Modern Style Mixed Use



Image 18: Modern Style Mixed Use

condition precedent to the submission of a site plan application to the Planning Board.

- c. It is the intent of this redevelopment plan that the foregoing design standards will provide the basis of a detailed rendering and that such detailed rendering, if and only if acceptable to the Governing Body shall permit the redeveloper to proceed to the Planning Board for a site plan application.

5.0 TRAFFIC AND CIRCULATION REQUIREMENTS:

1. Critical to the success of the Redevelopment Area is the mitigation of vehicular traffic generated by any new development. The following framework for addressing traffic has been crafted with this major goal in mind.
2. Prior to the execution of any Redevelopment Agreement(s) (a prerequisite to proceeding before the Planning Board), interested entities must submit, among other things, a Traffic Impact Statement, Traffic Study and a mitigation proposal.
 - a. The minimum parameters to which future traffic studies must respond:
 - Watchung Avenue Congestion
 - Turning movements to / from River Road
 - Turning traffic from Fairmount to Watchung
3. Given that redeveloper(s) proposals may vary with regard to size, land use, timing and similar factors, the following multi-step process allows proposals to be evaluated based on the following:
 - a. Methodology:
 - i. Studies shall focus on safety, design and efficiency of multi-modal operations rather than just traffic capacity and level of service.
 - ii. Traffic studies shall evaluate pedestrian and automotive traffic patterns, sufficiency of pedestrian crossings and sidewalk widths and development.
 - b. Geographic Scope:
 - i. Traffic studies shall be comprehensive and consider district-wide impacts and opportunities. The following list of intersections should be considered the minimum scope for assessment. Redeveloper(s) may broaden the scope if determined to be appropriate. Traffic counts and modeling shall be required at the following locations and shall include all existing and approved projects within the Redevelopment Area:
 - River Road + Watchung Avenue
 - Watchung Avenue + Hillside Avenue
 - Watchung Avenue + Fairmount
 - Watchung Avenue + Commerce Street
 - Watchung Avenue + Passaic Avenue/River Road (Summit)
 - River Road + Morris Avenue (Summit)
 - As indicated above, submissions may include a broader geographic scope. Expansion of scope specifically encouraged if it would reveal opportunities to reduce congestion by facilitating turning movements or addressing other identified issues.
 - c. Modeling:
 - i. Analysis scenarios shall be determined on a case-by-case basis depending on the unique

characteristics of any project. As indicated above, each scenario will include an evaluation of multi modal intersection and roadway segment Level of Service, Vehicle Miles Traveled, Induced Traffic and Safety analysis. If the project has the potential to impact acceptable thresholds or modal priorities as established by the NJ DOT or others, the nature of those impacts shall also be studied. Regardless, the following scenarios shall be considered as part of any study:

- Existing Conditions – The most recent available traffic conditions and physical geometry.
- Project Trip Distribution with Select Zone Analysis – Multi modal Trip Generation, Distribution, and Assignment. Project VMT.
- Existing + Project Conditions – Existing Conditions geometry plus project generated traffic and proposed geometric changes.
- Cumulative Conditions – Future year traffic conditions reflecting build out of any remaining unbuilt) components of the Redevelopment Plan as well as any other “pipeline” projects nearby.
- Cumulative + Project Conditions – Cumulative Conditions plus project generated traffic and proposed geometric changes.
- Scenario modeling shall identify and evaluate the impacts of alternative mitigative measures as may be identified by redeveloper(s). The methodology contained herein was informed by the Multi-Model Transportation Impact Study Guidelines published by San Luis Obispo County, California. Redeveloper(s) and their professionals are welcome to consult those guidelines for additional detail with regard to technical approach.

d. Specific Concepts for Consideration:

- i. Redeveloper(s) are welcome to identify and incorporate their own mitigating measures into the scenario modeling analysis described above. That said, the Borough has already identified a number of their own inquiries and concepts that shall be assessed as part of any submission:
 - Dedicated right and left turn lanes from River Road on to Watchung.
 - Increasing the radius of the south-west corner of the River Road and Watchung Avenue intersection.
 - Coordination of traffic signal sequencing with related signalization both in Chatham Borough, Chatham Township and the City of Summit.
 - Any additional improvements or considerations that would advance the objectives listed at the beginning of this section.
 - Any redeveloper(s) seeking to implement any portion of this Plan shall submit a traffic study consistent with the standards contained herein. The following process is provided to guide the efficient preparation of reports:
 - Pre-submission meeting with Borough officials, including engineer, administrator and other officials as may be appropriate. Redeveloper(s) shall present proposed scope and/or proposed modifications to the framework articulated above. Study should only commence after the appropriate Borough officials confirm approach and methodology.
 - Submission and Review of materials by Borough officials and technical professionals. Additional information to be requested on an as-needed basis. Review memorandum shall be generated by Borough officials or technical professionals that includes, among other things, a scope of required improvements to be incorporated as obligations within a

- Redevelopment Agreement(s) to be executed between Borough and Redeveloper(s).
- Redevelopment Agreement(s) to be executed and shall contain specific obligations for infrastructure improvements.
 - Local site plan review.
 - Inter-agency review and permitting.

6.0 CONCEPTUAL REDEVELOPMENT AREA PLAN:

The conceptual plan is intended to identify opportunities within the Redevelopment Area based on the requirements of the plan. The location of these uses are conceptual and intended to provide an idea of what could be achieved.

- a. Regional Park:
 - i. The regional park is located along the Passaic River and includes municipally owned properties (Block 137 Lot 1; Block 138 Lot 1; Block 139 Lot 1; and Block 140 Lot 1) as identified in Map 5).
 - ii. In addition, the Redevelopment Plan contemplates a roadway connection from River Road to Watchung Avenue through the privately owned properties (Block 140 Lots 7.02, 13, 14, 15, 16 and a portion of 7.01).
- b. Neighborhood Park:
 - i. An approximately 1.0 acre neighborhood park is shown between the existing St. James Street and Perrin Street.
 - ii. The location is conception and only intended to convey an idea of how a one acre park could be developed along River Road.
 - iii. The location of a neighborhood park is not required in this location as part of this Redevelopment Plan.
- c. Enhanced Streetscape along River Road and Watchung Avenue:
 - i. The conceptual plan shows enhanced streetscape along River Road and Watchung Avenue including street trees, street furniture and sidewalks for better connectivity and walkability within the Redevelopment Area.
- d. Development Areas:
 - i. The remaining portions, identified in orange are developable areas and are subject to change if a public park is located on River Road as part of a site plan application.



Map 7: Red. Area Conceptual Site Plan

7.0: GENERAL PROVISIONS:

A. SITE PLAN & SUBDIVISION REVIEW:

Prior to commencement of any construction within the Redevelopment Area, a site plan prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.) and the Land Development Ordinance of the Borough of Chatham shall be submitted by the applicant for review specific to this Redevelopment Plan for completeness and compliance, prior to any submission to the Land Use Board, so that compliance with the Redevelopment Plan can be determined. This shall also pertain to revisions or additions prior to, during and after completion of the improvements.

B. ADVERSE INFLUENCES:

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

C. NON-DISCRIMINATION PROVISIONS:

No covenant, lease, conveyance or other instrument shall be affected or executed by the Borough Council or by the developer or any of his/her successors or assignees, whereby land within the Redevelopment Area is restricted upon the basis of age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability, or sex in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. Any contractor or subcontractor engaged to perform work within the Redevelopment Area shall, where applicable, state in all solicitations or advertisements for employees placed by or on behalf of the contractor, or subcontractor, that all qualified applicants will receive consideration for employment without regard to age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability or sex. There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability, or sex in the sale, lease, use or occupancy thereof.

D. DURATION OF THE PLAN:

The provisions of this Redevelopment Plan and the restrictions with respect thereto shall be in effect for a period of thirty (30) years from the date of approval by the Governing Body.

E. DEVIATION REQUESTS:

In accordance with N.J.S.A. 40:55D-70 c(1), the Land Use Board shall have the power to grant variances allowing deviations from the regulations contained within this Redevelopment Plan, including Sections 7 and 8, where by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any such regulation adopted pursuant to this Redevelopment Plan, would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the developer of such property.

In accordance with N.J.S.A. 40:55D-70c(2), the Land Use Board shall also have the power to grant such relief where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of the Plan and the benefits of the deviation would substantially outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of this Redevelopment Plan. An application for a variance from the requirements of this Redevelopment Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in N.J.S.A. 40:55D-12a and b. Notwithstanding the above, any changes to the uses permitted in the Redevelopment Area, requiring a "d" variance in accordance with N.J.S.A. 40:55D-70 shall be permitted only by means of an amendment of the Redevelopment Plan by the Borough Council and only upon a finding that such amendment would be consistent with and in furtherance of the goals and objectives of the Plan.

Additionally, in accordance with N.J.S.A. 40:55D-51, the Land Use Board shall have the power to grant design exceptions from the requirements of Section 9 of this Redevelopment Plan as may be reasonable and within the general purpose and intent of the provisions for site plan review, if the literal enforcement of one or more provisions of the design standards is impracticable or will exact undue hardship because of peculiar conditions pertaining to the land in question.

F. PROCEDURE FOR AMENDING THE APPROVED PLAN:

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of State law. If the designated redeveloper requests such amendment said redeveloper shall pay an application fee and shall further reimburse the Borough for reasonable consulting costs, fees and expenses to undertake such amendment.

G. VALIDITY OF THE PLAN:

If any section, subsection, paragraph, division, subdivision, clause or provision of this Redevelopment Plan shall be deemed by a court of competent jurisdiction to be invalid, such part(s) shall be severed and the invalidity thereby shall not affect, impair or invalidate the remainder of the Redevelopment Plan.

H. COMPUTATIONS:

When a numerical calculation of zoning standards for a particular lot results in a fractional number, such numbers shall be rounded down to the next whole number for fractions less than .500 and rounded up for fractions .500 and above.

I. OTHER BOROUGH ACTIONS:

Other actions may be taken by the Borough in its sole discretion, to further the goals of the Plan. These actions may include, but shall not be limited to, provisions for public infrastructure necessary to service new development and vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment. The costs for such actions shall be borne by the designated redeveloper(s); however, the Borough will consider incentives or offsets as appropriate in the Borough's sole judgment and discretion.

J. NOTE ON PLAN TERMINOLOGY:

Throughout this Redevelopment Plan, a distinction is made between “shall” and “should.” “Shall” means that a developer is required to comply with the specific regulation, without deviation. “Should” means that a developer is encouraged to comply but is not required to do so.

K. TEMPORARY AND PERMANENT RELOCATION:

The Local Redevelopment and Housing Law requires that any redevelopment plan make adequate provision for temporary or permanent relocation of any resident in the project area. As the property does not include any existing residential units there is no requirement to relocate any residents as part of this Redevelopment Plan.

L. FINANCIAL TOOLS:

Projects undertaken within the Redevelopment Area pursuant to this Redevelopment Plan may be eligible for tax exemptions and/or abatements and payments in lieu of taxes (“PILOT”), pursuant to N.J.S.A. 40A:21-1, et seq. (a “Short-Term PILOT”) and N.J.S.A. 40A:20-1, et seq. (a “Long-Term PILOT”). Redevelopers will be required to submit an application for review by the Borough Mayor and Council and, if approved, the Borough will enter negotiations for a financial agreement for payments in lieu of taxes (a “PILOT Agreement”), subject to approval by ordinance. The decision to approve or reject an application for a Short-Term PILOT or Long-Term PILOT and to approve or reject the adoption of a PILOT Agreement will be in the sole and exclusive discretion of the Borough. If the Borough determines based upon the scope of a project, the particular public value or benefits associated with a project, or difficulty in financing of a project that public assistance may be warranted, it may consider approval of a redevelopment area bond, pursuant to the Redevelopment Area Bond Law, N.J.S.A. 40A:12A-65, et seq. (the “RAB Law”). The decision to approve financial assistance through a redevelopment bond or bonds under the RAB Law will be in the sole and exclusive discretion of the Borough.

M. INFRASTRUCTURE:

The redeveloper(s), at the redeveloper(s)' cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with traffic control measures, water service, sanitary sewer service, stormwater management, and flood mitigation measures to the project, in addition to all required tie-in or connection fees. The redeveloper(s) shall also be responsible for providing, at the redeveloper(s)' cost and expense, all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on and off site traffic controls and road improvements for the, project or required due to the impacts of the project. The Borough will consider incentive offsets as appropriate in the Boroughs' sole judgment and discretion.

N. SHARED INFRASTRUCTURE:

Cost sharing methodology shall be defined in the Redevelopment Agreement(s) for each respective parcel. Electric Utility Improvements should make commercially reasonable best efforts to locate transformers in locations that do not negatively affect the pedestrian experience.

8.0: ADMINISTRATIVE PROVISIONS:

A . USAGE OF THE WORD "DEVELOPER":

Anytime the word "developer" is utilized in this Redevelopment Plan, the same shall mean the redeveloper or redeveloper(s) that are to be designated by the Borough in accordance with this Redevelopment Plan.

B . STANDING BEFORE PLANNING BOARD:

Only redeveloper(s) designated by the Borough by resolution of the Chatham Borough Council may proceed to implement the redevelopment projects set forth in this Redevelopment Plan before the Planning Board. In order to assure that the vision of this Redevelopment Plan will be successfully implemented in an effective, comprehensive and timely way, and in order to promptly achieve the public purpose goals of the Plan, the Chatham Borough Council, acting as the Redevelopment Entity, will select the redeveloper(s) in all areas governed by this Redevelopment Plan. Any party not specifically designated as the "redeveloper" as set forth above shall not have the standing to proceed before the Planning Board for site plan approval.

C. PROCEDURAL STANDARDS FOR REDEVELOPER APPLICATIONS:

- A. Implementation of this Redevelopment Plan may only be conducted by designated redeveloper(s) subsequent to execution of a Redevelopment Agreement(s) satisfactory to and authorized by the Borough Council. The procedural standards contained herein provide both a minimum list of submission items that prospective redevelopers shall submit for review as well as a framework for the Borough's evaluation of such proposals. The Chatham Borough Council, acting as the Redevelopment Entity may, at any time, entertain unsolicited proposal(s) from a prospective redeveloper(s) for redevelopment of one or more parcels. The project vetting process shall be based upon submission of following materials. The Borough Council may, in their sole discretion, either waive the requirement to submit specific items listed below and/or request additional submission materials that are considered necessary to adequately evaluate proposals for specific sites:
 - A.1. Conceptual plans and elevations sufficient in scope to demonstrate that the design approach, architectural concepts, number and type of dwelling units, if any, retail and or commercial uses, parking, traffic circulation, flood mitigation, landscaping, open space, construction schedule, including estimated pre-construction time period to secure permits and approvals, and other elements are consistent with the objectives and standards of this Redevelopment Plan.
 - A.2. Any proposals incorporating a shared parking scheme shall be accompanied by a study, prepared by a licensed Professional Engineer, or recognized parking consultant that details the analysis underlying any proposal to reduce parking requirements.
 - A.3. Visualization tools that will be necessary and/or useful for local officials and/or redeveloper(s) to communicate development proposals to the public. At minimum, redeveloper(s) shall provide access to "augmented reality" simulations that Borough officials, professionals and the public can use to view specific development and design proposals in the context of outdoor, existing conditions. Additional specifications in this regard can be provided upon request.
 - A.4. Documentation evidencing the financial responsibility and capability of the proposed

redeveloper(s) with respect to carrying out the proposed redevelopment including but not limited to: type of company or partnership, disclosure of ownership interest, list of comparable projects successfully completed, list of references with name, address and phone information, list of any general or limited partners, financing plan, and financial profile of the redeveloper(s) entity and its parent, if applicable.

A.5. Traffic studies consistent with the requirements contained in Section 4.4.3. of this Redevelopment Plan (Access + Circulation). Submission materials shall include written reports, raw data (i.e. traffic counts), editable "Synchro" files upon which conclusions were based, as well as animated depiction of traffic flow in all evaluated scenarios including no build condition; build condition without mitigative measures; and build condition with proposed mitigative measures (as applicable). Prior to preparation of traffic studies, prospective redevelopers and/or their professionals shall consult with the Borough to ascertain the most up-to-date baseline condition (i.e. that includes all approved, unbuilt projects).

B. Prospective redeveloper(s) of publicly-owned parcels shall submit the following additional information intended to expedite finalization of terms and conditions ultimately to be included in a Redevelopment Agreement(s) and/or purchase and sale agreement(s):

B.1. Terms and conditions for the sale of land, including, but not limited to: transactional structure (sale/ lease); financial terms; proposed covenants; etc.

B.2. Municipal-ownership of certain parcels in the Redevelopment Area may lend themselves to a transactional structure that would satisfy minimum requirements for issuance of a "Special Concessionaire Permit" by the New Jersey Division of Alcoholic Beverage Control (see N.J.S.A. 33:1-42; N.J.A.C. 13:2-5.2). In their applications, prospective redeveloper(s) of publicly-owned property shall include an indication of interest in pursuing a Special Concessionaire Permit in coordination with the Borough along with relevant business terms, including, among other things, structure of proposed licensure fees.

D. APPROVAL PROCESS:

This Redevelopment Plan requires the redeveloper(s) to submit all **conceptual** plans to the Borough Council for review and authorization to proceed before the Planning Board prior to submitting a site plan or subdivision application to the Planning Board. Where specificity is not provided in this Plan, particularly but not exclusively regarding parking decks, roadways, open space and landscaping, such specificity shall be provided to the Borough Council for review and authorization prior to submission to the Planning Board and execution of a Redevelopment Agreement(s). The Borough, by and through the Borough Council, acting as the redevelopment agency, will be required to review and authorize same as a condition precedent to submission of an application before the Planning Board.

E. BOROUGH REVIEW:

(This review is to determine if the project is consistent with the Redevelopment Plan. It is not intended to be an approval of the site plan which is the responsibility of the Planning Board)

The Chatham Borough Council, acting as the Redevelopment Entity, shall review and approve, in a manner consistent with the Redevelopment Plan and the Borough Master Plan all proposed redevelopment projects within the Redevelopment Area to ensure that such project(s) is consistent with this Redevelopment Plan and any relevant Redevelopment Agreement(s). Such review shall occur prior to the submission of an application for approval of the redevelopment project(s) to the Planning Board. In addition, the review may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of this Plan.

F. SCHEDULE:

~~Prior to any submission to the Planning Board, the redeveloper(s) shall submit a site plan package for review and approval by the Borough Council, in consultation with its consultants. This site plan package may, as the Borough Council may require, include, but is not limited to, the documents listed below. The Borough Council may request additional reasonable analyses and information as required to make a decision. All submissions shall meet design standards enumerated in this Redevelopment Plan and indicate any variances from this Redevelopment Plan.~~

- ~~A.1. Boundary survey of the property including easements, water bodies, parcel numbers, street names, route numbers, adjacent properties and other landmarks.~~
- ~~A.2. The location, size, height, floors and use of all proposed and existing buildings.~~
- ~~A.3. The location, size and type of all parking spaces, loading areas and sidewalks.~~
- ~~A.4. A landscaping plan.~~
- ~~A.5. The location of any outside storage of equipment, supplies, materials, or vehicles.~~
- ~~A.6. The height, location, type, lighting and square footage of proposed signage.~~
- ~~A.7. The location, type and size of all entrances to the site or rights-of-ways located on or adjacent to the site.~~
- ~~A.8. The location, type and size of any primary drain fields or reserved drain fields.~~
- ~~A.9. The location, size and type of any trash disposal facilities.~~
- ~~A.10. Outside lights, streetlights or other lighting mechanisms.~~
- ~~A.11. Existing and proposed finished contours at two (2) foot intervals.~~
- ~~A.12. The location of any buffers, including berms, trees and fencing, used to minimize the visual, sound, lighting or any other negative impacts of the project.~~
- ~~A.13. The location of all utility lines.~~
- ~~A.14. The location of any conservation easements dedicated open space, recreational facilities or similar areas.~~
- ~~A.15. The location of any emergency service facilities, such as fire suppression lines, hydrants or other facilities.~~
- ~~A.16. The location of any permanent stormwater management structures or devices.~~
- ~~A.17. The location of any gas tanks, pumps or other facilities that may require additional federal, state or local permits.~~
- ~~A.18. The location and type of soils, water features and wetlands.~~
- ~~A.19. A schematic drawing, artist rendition or elevation drawing of the site and any buildings located on the site.~~

~~A.20. The location and size of any monuments, statues or similar features.~~

~~A.21. The location and type of any historic building, feature or any archaeological sites.~~

~~A.22. The location of any rights-of-way, adjacent or nearby road improvements and uses of adjacent properties.~~

~~A.23. An Erosion and Sediment Control Plan that meets the regulatory requirements.~~

~~A.24. Any local, county, state or federal permits required for development of the site.~~

~~A.25. A community impact statement and traffic impact statement~~

G. PLANNING BOARD REVIEW PROCESS:

~~After the Borough review process determines the Redevelopment Project is consistent with the Redevelopment Plan noted above is completed,~~ all development applications shall be submitted to the Borough of Chatham's Planning Board ~~through the normal site plan and subdivision procedures as outlined in N.J.S.A. 40:55D-1 et seq.~~ The Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not been designated by the Chatham Borough Council as a redeveloper(s), a Redevelopment Agreement(s) has not been fully executed and the redevelopment application is not submitted with a letter of approval from the Chatham Borough Council.

H. SITE PLAN + SUBDIVISION REVIEW:

Prior to commencement of construction, site plans for the construction of improvements within the Redevelopment Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et. seq.), shall be submitted by the applicants for review and approval by the Planning Board of the Borough of Chatham so that compliance with this Redevelopment Plan can be determined.

Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan and the subdivision ordinance of the Borough of Chatham. No construction or alteration to existing or proposed buildings shall take place until a site plan reflecting such additional or revised construction has been submitted to, and approved by, the Planning Board. This pertains to revisions or additions prior to, during and after completion of the improvements. In addition to the above-mentioned items, the following items shall be submitted as part of a site plan application:

I. MANDATORY SUBMISSIONS:

A.1. All leases, licenses or agreements securing off-site parking

A.2. Technical loading and unloading study including but not limited to a list of expected deliveries, analysis of loading space required for each delivery, and the ability to specify the delivery time of each delivery.

A.3. Copy of applications or conceptual designs that have been or will be submitted to NJDOT.

A.4. Technical memorandum outlining energy efficiency strategies.

A.5. Streetscape/landscape design package including name of designer and design drawings.

J. CONDITIONAL SUBMISSIONS:

Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements

within the Redevelopment Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), shall be submitted by the applicants for review and approval by the Chatham Borough Council and Chatham Borough Planning Board. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan, the Redevelopment Agreement(s), and the subdivision ordinance of the Borough, except that where this Redevelopment Plan contains provisions that differ from those in the subdivision ordinance, this Plan shall prevail.

- B.1. When proposing the use of ground mounted electrical transformers within the confines of the redevelopment Area, a narrative explanation shall be provided that identifies other possible locations and feasibility considerations of each site and provides an explanation for the reasonable infeasibility of alternative sites.
- B.2. When proposing accessory roof decks, a report including design drawings and operations shall be provided.

K. APPROVALS BY OTHER AGENCIES:

The redeveloper(s) shall be required to provide the Borough with copies of all permit applications made to federal, state and county agencies upon filing such applications, as will be required by the Redevelopment Agreement(s) to be executed between the redeveloper(s) and the Borough.

L. DEVIATIONS:

The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan where, by reason for exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, preexisting structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the redeveloper of such property. The Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Redevelopment Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of this Redevelopment Plan. An application for a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in NJSA 40:55D-12.a. and b. Notwithstanding the above, any changes to the uses permitted in this Redevelopment Area shall be permitted only by means of an amendment of the Redevelopment Plan by the governing body, and only upon a finding that such deviation be would be consistent with and the furtherance of the goals and objectives of this Redevelopment Plan.

APPENDICES

MAPS





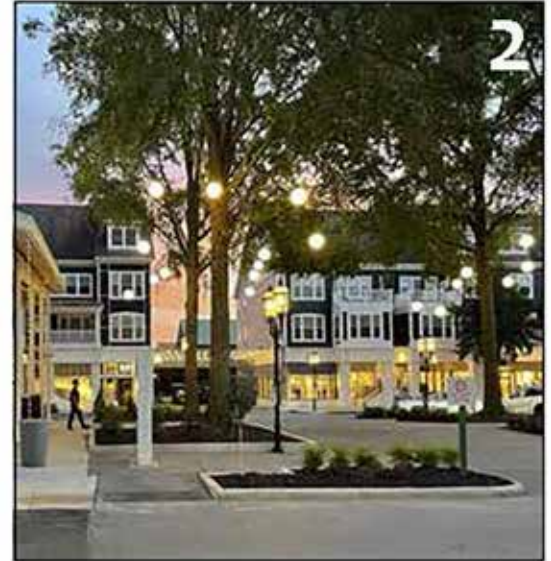






APPENDICES

ARCHITECTURAL STYLE OPTIONS



ARCHITECTURAL STYLE OPTIONS





ARCHITECTURAL STYLE OPTIONS

