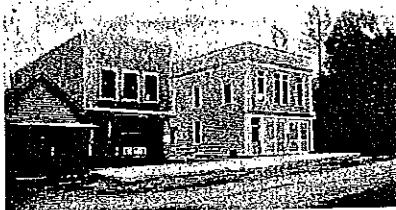


*Borough of Netcong
Master Plan Reexamination Report*



Prepared by
The Borough of Netcong Planning Board
in consultation with
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BOROUGH OF NETCONG
MASTER PLAN REEXAMINATION REPORT

Borough of Netcong Planning Board

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I. INTRODUCTION

The Municipal Land Use Law of the State of New Jersey mandates at N.J.S.A. 40:55D-89 that the governing body shall, at least every six years, provide for a general reexamination of its master plan and development regulations by the planning board, which shall prepare and adopt by resolution a report on the findings of such reexamination. The reexamination report must include the following five elements:

- 1) A section outlining the major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- 2) A section describing the extent to which such problems and objectives have been reduced or have increased subsequent to that date.
- 3) A section discussing the extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in state, county and municipal policies and objectives.
- 4) A section setting forth the recommended changes to the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- 5) A section setting forth the recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law" into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The Borough of Netcong completed its last full master plan in 1978. A master plan revision was prepared in 1988, and subsequently a master plan reexamination report was prepared and adopted in 1998. Also in 1998, the Borough amended the reexamination report to address annexation of a portion of Mount Olive Township. An amendment to the Land Use Plan Element occurred in 2003 in regard to the annexation of a portion of Roxbury Township. Finally, in 2005, the Borough adopted a master plan revision in the form of a Stormwater Management Plan to address the New Jersey Department of Environmental Protection stormwater management guidelines. The need now exists to reassess the Borough's last formally adopted Master Plan

Reexamination Report, together with the Borough's existing development regulations, in compliance with N.J.S.A. 40:55D-89.

vices, road access and environmental constraints and an assessment of appropriate future land uses.

3. Participate in the current cross-acceptance process with Morris County with a view to designating Netcong as a local town center. Preliminary analysis indicates that the Borough can meet the criteria for designation as a center. Such designation may be helpful to the Borough in obtaining a higher priority status for State funding and programs in the future. Planning for the Borough Center should include all current downtown issues:
 - Parking access
 - Pedestrian circulation and streetscape improvements such as sidewalks, lighting, benches and street trees
 - Railroad Museum Proposal
 - Furnace Pond Commons proposal for 36 units of senior and executive housing

At the conceptual level the Furnace Pond proposal appears consistent with the general objectives for a well-planned Borough Center. Should further Planning Board review confirm this compatibility then zoning modifications to permit it should be drafted.

4. Develop a Historic Preservation Element to identify and protect historic resources and other noteworthy properties within Netcong, particularly those which may lie within the Borough Center area. It is recommended that a checklist to help identify and protect such properties be prepared and adopted.
5. Adopt provisions for requiring recycling facilities on commercial and industrial sites of more than 1,000 square feet and for multifamily developments of 25 or more units.
6. Continue an aggressive program of voluntary single-family housing rehabilitation in the Borough through participation with the Morris County Department of Community Development. A mandatory property maintenance code is not recommended for Netcong.
7. Consider adopting standards to permit/regulate home occupations as accessory uses in the R-1, R-2 and R-3 Zones. If the Board concurs in this recommendation a set of draft ordinance standards can be prepared for the Planning Board and Mayor and Council to review.
8. Revise the Borough Land Use Plan and Zoning Map to change the existing residential uses along Flanders Road from the I-Industrial zones to the most appropriate single-family residential category. A review of lot sizes in the area is needed to determine which zone designation should be applied.
9. Adjust the Land Use Plan Map and zone district boundary between the R-4 Garden Apartment Zone and the adjoining R-1 and R-2 Zones to better reflect the existing residential uses and lot sizes in the area. A review of lot sizes is needed to determine the more appropriate zone district.
10. Review any County Planning Board recommendations regarding bikeways and pedestrian trails which are applicable to Netcong. Advise the Mayor and Council of any recommendations or proposals which should be implemented.

11. Review the undeveloped land in that portion of the I-1 and B Zones bounded by Main Street on the south, Furnace Pond and the municipal boundary to the north and the I-4 Zone to the west for the purpose of possible reclassification of this property due to its proximity to the town center and Furnace Pond, particularly because the I-1 classification may not be appropriate for that location.
12. Rezone the easterly portion of the annexation (Lots 2 & 3, Block 4201) to create a new Limited Office/Research District to be known as the LOR District and amend and supplement the Borough's Zoning Map accordingly.
13. Rezone the westerly portion of the annexation property (Block 4201, Lots 1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16) to create a new single-family residential district, to be known as the R-3A Residential District, with minimum 15,000 square foot lot sizes (same as Mt. Olive zoning) and include an open space option which allows major subdivisions to cluster lot sizes to 10,000 square feet with dedication of the remaining land to the Borough as permanent municipal open space.

III. CURRENT STATUS OF PROBLEMS AND OBJECTIVES SET FORTH IN THE 1998 MASTER PLAN REEXAMINATION

This chapter examines the extent to which there have been significant changes in the assumptions, policies and objectives forming the basis of the 1998 Master Plan reexamination. Since 1998, the Borough has undertaken a number of actions and specific projects intended to address the goals and recommendations of the 1998 reexamination. These actions and projects are described below.

Statement of Goals and Objectives

1. Community Facilities, Services, Recreation and Open Space

- The Borough completed an open space inventory and purchased a 24-acre forested tract known as the "Route 80 Vista" property through New Jersey Green Acres and County Open Space funding. The Borough has also preserved two municipal parks along Lake Musconetcong through the New Jersey Green Acres program, and has developed a new park (with a gazebo) at the intersection of Main Street and Ledgewood Avenue.
- The Borough continues to maintain and improve existing park facilities. Recent improvements have included the construction of bathrooms at DiRenzo Park and upgrades to the Indians Field recreation complex (i.e., installation of security cameras and new bleachers, as well as improvements to the baseball field). In an effort to discourage vandalism, online cameras have also been placed at DiRenzo Park and Arbolino Park. In addition, children's play equipment was removed at Arbolino Park. The Borough also introduced a summer day camp program in 2005 in partnership with the Borough of Stanhope.
- The recently-adopted Station Area Redevelopment Plan incorporates a greenway connecting Furnace Pond and the Borough of Stanhope to downtown Netcong. Although it may not materialize, the Borough further agreed to be part of the High Point to Cape May bike path proposed by the State.
- A number of capital improvement projects were completed throughout the Borough since 1998 that included the following: repaving portions of the Borough's road network, adding and replacing sidewalks, replacing old water lines/mains and improving drainage and curbing. The most notable improvements have occurred on Main Street in Netcong's central business district. In addition to implementing traffic management and context sensitive design standards in the Borough Center, the Borough has completed a variety

of infrastructure projects that include replacement of existing water mains, installation of new concrete and paver sidewalks, and construction of new curbs, strategic curb bump outs, brick crosswalks, benches, trash receptacles and antique decorative streetlamps. Streetscape improvements on Ledgewood Avenue and Prospect Street (namely, red brick pavers, antique street lights, and new visible crosswalks) are to be completed in the near future. The Borough has various other road and infrastructure improvement projects planned as a means of upgrading its aging street and utility network.

- The Borough purchased a new fire chief's vehicle, a pumper and a mini-pumper for the fire department and a number of new police vehicles were added to the existing fleet. A new ambulance was purchased as well in conjunction with Stanhope Borough. A director of public safety was hired and the communications system was also upgraded. The Police Department increased its manpower slightly to nine patrol personnel, two sergeants and one lieutenant. The Borough continues to be served by its Volunteer Fire Department.
- In 2004, the Borough purchased a new Dial-a-Ride/Meals on Wheels bus, for which additional capacity may already be needed. Netcong is also considering the relocation of its public works garage.

2. Safe and Efficient Movement of People and Vehicles

- The New Jersey Department of Transportation (NJDOT) has two major improvement projects planned for the Borough. NJDOT is currently in the design phase of a project that is intended to improve the Route 46 and Main Street intersection. The NJDOT is also planning a major reconstruction project that would involve the complete removal and reconfiguration of the intersection of Route 46/Route 183, more commonly known as the Netcong Circle. The Main Street/Route 46 intersection improvements include a number of context sensitive design measures that will improve pedestrian, vehicular and bicycle circulation around the train station. These include sidewalks, crosswalks, bicycle lanes, new traffic signals at Main Street and Center Street and new street lighting. Installation of new traffic signals, upgrading of street lighting and various roadway improvements (e.g., widening, provision of new turn lanes, provision of vehicle storage at the rail crossings) are further contemplated. Existing drainage problems will also be addressed as part of the project. The Netcong Circle project will replace the existing Route 183 Bridge that carries traffic over the NJ TRANSIT rail right-of-way, raising the grade of the Route 183 Bridge and further necessitating reconfiguration of the Netcong Circle with a new at-grade signalized intersection constructed within the land currently utilized for the Netcong circle. NJDOT also proposes to construct new shoulders and sidewalks

that would be pedestrian and bicycle compatible. As an incidental benefit of the project, electrified NJ TRANSIT trains will be able to go straight through to Netcong.

- Key municipal traffic improvement projects/initiatives have included the construction of Jenny Lind Street, the change in Bank Street to one-way, the prohibition in 2005 on trucks in excess of 5 tons using Main Street, and the realignment of the junction of Main Street and Route 183 to create a "T" intersection, all of which has improved circulation along the Main Street corridor. A number of roadway/infrastructure improvements (i.e., resurfacing, drainage, curbing, sidewalks, utility upgrades, etc.) have also been completed on Borough streets located outside of Netcong Center.

3. Protect the Character of Netcong Center

- The Borough of Netcong aggressively pursued and obtained "Center" designation from the State of New Jersey in the year 2000. In 2005, Netcong was designated by NJ TRANSIT as a so-called "Transit village."
- The Borough formed an Economic Development Committee in 2001, and a Special Improvement District (SID) known as the Netcong Community Partnership was formed in that same year encompassing the Borough's business district. The Downtown Netcong SID provides assistance to local businesses and encourages owners to undertake property upgrades in the form of design, façade and sign improvements. The SID has promoted the summer Saturday train station farmer's market and has sponsored a downtown parking study and marketing program. In addition, over the last several years Netcong's Recreation Committee has sponsored holiday lighting and Halloween decorating contests and special events such as classical car shows and concerts.
- As noted, the Borough undertook a comprehensive streetscape improvement project along portions of Main Street in 2002 and 2003 using a number of funding sources which included municipal bonding, a NJDOT grant and Morris County Community Development grant. Among the improvements completed are new sidewalks/pavers, strategic bump outs, new antique-style lighting, signage and a clock.
- Netcong has initiated a variety of other measures to bolster its downtown area and historic center. In 2002, the Borough adopted Center Design Criteria and a Sign Ordinance intended to establish a uniform design theme for the central business district. In 2004, the Borough Planning Board examined the feasibility for redevelopment of properties adjacent to the existing Netcong NJ TRANSIT train station, and prepared a *Redevelopment Area Investigation for an area bounded by Flanders Road, Furnace Pond, Bank Street, Main Street and Route 46 in the Borough of Netcong, New Jersey*. The Planning Board

recommended that the area be designated as "an area in need of redevelopment" consistent with the State's Local Redevelopment and Housing Law, and the governing body in 2004 determined that the area qualified for redevelopment area designation. These efforts aided the Borough in obtaining Transit Village status in 2005. This was followed by a visioning and redevelopment plan process through which the Regional Plan Association drafted a *Station Area Transit-Friendly Design Study* for the area, subsequent to which the governing body adopted the *Borough of Netcong Station Area Redevelopment Plan*. The Borough has entered into a redevelopment agreement with Woodmont Properties to develop a mixed-use transit village consisting of approximately 200 residential units and 20,000 square feet of non-residential space.

- Building on the work of the Station Area Redevelopment Plan, the Borough Planning Board declared a second area in the Borough in need of redevelopment in 2005. A redevelopment plan for the Allen Street/Stoll Street Redevelopment Area is currently nearing completion. The redevelopment area is located directly across from a municipal park and is situated less than a mile from the Netcong train station.
- The Borough is currently working with the Economic Development Committee and SID in investigating the possibility of building a municipal parking lot or a garage in Netcong Center.

4. Environmental/Natural Resource Conservation

- The Borough is a member of the Lake Musconetcong Regional Planning Board and an active participant in watershed management planning within the Lake Musconetcong Watershed. In recent years, the State-owned Lake Musconetcong has seen some 14,000 cubic yards of silt removed in several key locations. Future dredging efforts will continue to be necessary if the lake is to stay healthy from an environmental standpoint. There are ongoing problems with maintenance of the lake, and the Borough should continue to explore with participating municipalities and the State ways to address this issue.
- Netcong adopted a Stormwater Management Plan and Ordinance in response to the new NJDEP Stormwater Management regulations. A soil removal ordinance has also been adopted, and in 2001 the Borough passed a low phosphorus fertilizer ordinance. The Borough has developed a well-head protection program, completed a Water Master Plan in 2005, and undertaken an analysis of future sewer needs, with special emphasis on the Borough's two redevelopment areas.

- Flooding continues to be a concern in a number of locations within the Borough due to poor drainage and/or lack of maintenance of existing stormwater facilities. In particular, the NJ TRANSIT pipe/culvert on Railroad Avenue and Main Street is not functioning properly and the Netcong Circle area cannot accommodate the volume of stormwater during certain storm events. The Borough anticipates that the NJDOT Main Street/Route 46 improvements and Netcong Circle reconstruction project will help to alleviate flooding in those areas.

5. Maintain the Quality and Appearance of Housing

- The Borough has developed and implemented a Housing Rehabilitation Program in conjunction with Morris County's Community Development Program to assist low- and moderate-income residents in housing rehabilitation projects. Approximately 20 homeowners have participated in the program. Contrary to what was recommended in 1998, Netcong instituted a Borough-wide property maintenance code in 2001 designed to protect the general welfare and enhance the physical appearance of properties throughout the municipality.
- New residential construction also took place within the Borough. The most significant projects included Furnace Pond, a 36-unit, mostly age-restricted project built in the area between Furnace Pond and Main Street, and 6 senior citizen condominium units constructed off Stoll Street.

6. Historic Preservation

- In 2001, the Borough was selected as a "satellite location" by the New Jersey State Legislature for the New Jersey Transportation Heritage Center. The State did not subsequently provide funding for the center/museum, and the site selected for the museum has since been redeveloped.
- The former Palace Theater is currently on the County, State and National Historic Register. The interior space was recently renovated and a Morris County Preservation Trust grant was obtained to restore the original façade. The facility has been operating successfully as The Growing Stage Theater over the last several years.
- Other historic properties in the Borough include the train station (not yet formally designated), which underwent interior renovations in 1999, and the Hugh Allen Mansion on Ledgewood Avenue, which is a County designated historic site.

7. Recycling

- The Borough currently maintains a recycling center on Flanders Road and enforces a mandatory recycling ordinance per Article II, Chapter 243—Garbage, Rubbish and Refuse. Since 1998, the Borough has appointed a new recycling coordinator to spearhead the municipality's recycling efforts.

Recommendations and Conclusions

1. Residential Site Improvement Standards (RSIS)

- Although the Borough has not updated its municipal ordinances to be consistent with RSIS, the recommendation to do so remains intact.

2. Site Evaluations for Love Lane and St. Michael's Church Properties

- Each property has been developed subsequent to the last reexamination report.

3. Participate in County Cross Acceptance with a View Towards Achieving Center Designation and Plan for a Borough of Netcong Center

- This recommendation has been achieved as discussed above in the Statement of Goals and Objectives section. In particular, the Borough obtained Center designation from the State and was also designated a "Transit Village" by NJ TRANSIT. Additionally, of the downtown planning initiatives cited, pedestrian circulation and streetscape improvements and the development of the Furnace Pond Commons senior housing project (via zoning amendment and subsequent construction) were all realized.

4. Historic Preservation Element

- A historic preservation element has not been completed. The Borough considers the designation of individual historic sites qualifying for listing under the County, State and National Registers as an appropriate means to showcase the Borough's history.

5. Adopt Recycling Provisions for Large Commercial, Industrial and Residential Sites

- The Borough has yet to address this recommendation as part of its Recycling Ordinance, however there remains a need to adopt such provisions.

6. Housing Rehabilitation/Property Maintenance Code

- See item 5 on page 10 within the Statement of Goals and Objectives section.

7. Permit Home Occupations as Accessory Uses

- This recommendation has not been implemented, and the Borough feels that it is no longer in its best interest to pursue a zoning scheme which allows home occupation use within residential dwellings.

8. Revise Industrial Zoning for Residential Uses Along Flanders Road

- Residential parcels on either side of Flanders Road were rezoned to the R-3 Residential zone category. The portion of this zone lying east of Flanders Road was included in the area in need of redevelopment designation, however only several of these lots were incorporated in the ensuing Station Area Redevelopment Plan. A copy of the current zoning map and Station Area Redevelopment Area are provided in the Appendix.

9. Adjust the Land Use Plan and Zoning Map at the Boundary Shared by the R-4, R-1 and R-2 Zones

- This recommendation was addressed as part of the November 2003 Land Use Plan Amendment and subsequent zoning change which created the new R-1A district for a roughly 3.5-acre parcel that was annexed from Roxbury Township in November 2002.

10. Review County Recommendations for Netcong Bike/Pedestrian Trails

- Morris County has not moved forward with any proposals for bicycle or pedestrian trails within the Borough.

11. Reevaluate Potential Uses for Vacant Land in the I and B Zones in the Vicinity of Furnace Pond

- A portion of the referenced lands were rezoned B-C and ultimately redeveloped for mainly senior housing units. Certain I-zoned lands were included in the area in need of redevelopment designation, but were not incorporated in the Station Area Redevelopment Plan. Both the new B-C zoning and Station Area Redevelopment Plan recognize that the prior industrial zoning is no longer appropriate, and that higher-density residential development with ancillary retail commercial use oriented towards Main Street is now the preferred land use alternative in the vicinity of Furnace Pond.

12. Rezone the Easterly Portion of the Mt. Olive Annexation and Amend the Zoning Map

- Since the 1998 Master Plan Reexamination, the Borough has rezoned the easterly portion of the Mt. Olive annexation to the Limited Office District (LOR) and amended the zoning map accordingly.

13. Rezone the Westerly Portion of the Mt. Olive Annexation and Amend the Zoning Map

- Following the 1998 Master Plan Reexamination, the Borough rezoned the westerly portion of the Mt. Olive annexation under the R3-A Residential classification, and amended the zoning map accordingly. The R3-A requires minimum 15,000 square-foot lots, with the option to reduce lot sizes to 10,000 square feet as part of a cluster-type development.

IV. THE EXTENT TO WHICH THERE HAVE BEEN SIGNIFICANT CHANGES IN ASSUMPTIONS, POLICIES AND OBJECTIVES FORMING THE BASIS FOR THE MASTER PLAN OR DEVELOPMENT REGULATIONS AS LAST REVISED

For the most part, the goals and objectives that formed the basis for the Borough's 1998 Master Plan remain valid today. Moreover, those few changes that did occur were appropriately cited in the previous chapter. By the same token, there have been a number of changes that were not envisioned at the time of the 1998 reexamination report that have impacted the Borough. Such changes have taken place not only at the municipal level, but at other levels of government as well. This latter category includes changes in State policy, including new legislation and/or regulations.

Tables 1 through 9 (see Appendix) provide data on population, housing and building activity in the Borough since the last reexamination report. Much of this data was obtained via the 2000 Census. A review of this information indicates that the Borough's demographic profile has been changing. For example, while the Borough's population has declined since 1980 (Table 1), 2000 Census data suggests that these declines have begun to subside. The Borough has also experienced an increase in the number of residents over age 75 and a decrease in residents between the ages of 15 and 34 (Table 2).¹ The aging of the Borough population is consistent with State and County trends.

Table 7 shows that there was a noticeable increase in the number of residential building permits issued in the Borough between 1999 and 2006. Of further note, Census 2000 income figures point to a decrease in the number of households earning \$50,000 or below, while the number of households earning \$75,000 to \$150,000 was on the rise (Table 8). Overall, labor force and employment appear to be at stable levels within the Borough (Table 9).

The above patterns are not surprising for a built-up community such as Netcong. Additionally, as redevelopment opportunities are discovered, population declines may even reverse course. In fact, considering the age of the Borough's housing stock (Table 4 indicates that only 7% of housing units were constructed after 1980) and impending redevelopment, it would not be surprising if overall population levels rose slightly in the coming years.

¹ Several unforeseen development projects that were built or planned after the 1998 Master Plan Reexamination are of particular interest. King's View on the Pond, a 36-unit multi-family development with 32 of the units restricted to residents age 55 and over, was constructed along Furnace Pond after the last reexamination report. As discussed, the Borough recently entered into a redevelopment agreement with Woodmont Properties for implementation of the Station Area Redevelopment Plan. The final product, a mixed-use transit village, includes approximately 200 for-sale residential units, 13,000 square feet of retail, and 7,000 square feet of office space. Finally, the Allen Street/Stoll Street redevelopment area is slated for construction of up to 112 multi-family residential dwellings.

Various other governmental actions have affected the Borough's land use policies and objectives since the 1998 Master Plan Reexamination as well. The following outlines these policies/regulations and highlights the means by which they have been addressed by the Borough.

1. State Development and Redevelopment Plan

The New Jersey State Development and Redevelopment Plan (SDRP) was originally adopted in 1992. A revised version of the plan was adopted by the State Planning Commission in 2001. According to the State Plan Policy Map, the Borough is a designated center, the majority of which is located in Suburban Planning Area (Planning Area 2). The exception is a portion of the Borough that borders Mount Olive Township that is located in the Environmentally Sensitive Planning Area (Planning Area 5). Thus, the Borough's Master Plan goals and objectives remain generally consistent with the statewide goals and objectives of the SDRP and the policy objectives for the Suburban Planning Area.

2. New Jersey Department of Environmental Protection—Stormwater Management Regulations

The New Jersey Department of Environmental Protection (NJDEP) adopted a new set of Stormwater Management Rules in 2004 to address existing and future stormwater discharge throughout the State. The new regulations aim to comprehensively reduce existing pollutants and establish a set of regulations governing runoff. In addition, the stormwater management regulations established the required components for municipal stormwater management plans. In 2005, Netcong officially revised the Borough Master Plan via the adoption of a compliant Municipal Stormwater Management Plan.

3. New Jersey Highlands Water Protection and Planning Act

The New Jersey Highlands Water Protection and Planning Act was signed into law in 2004 as a means to provide regional planning for the preservation of open space and the conservation and protection of natural and environmental resources within the New Jersey's Highlands Region. The Act formed the New Jersey Highlands Council and determined the physical boundary of the Region. In addition, the Act determined specific plan boundaries for all Highlands Preservation Areas and Highlands Planning Areas. The Borough occupies the Planned Community Zone of the Highlands Planning Area. Lands within the Planned Community Zone generally contain concentrated development within established communities.

Highlands Planning Area municipalities, such as Netcong, do not have significant amounts of environmentally sensitive land, and therefore are not automatically subject to New Jersey DEP approval during development review. Generally speaking, the so-called planning areas are considered suitable for development based on the existing character of land and available infra-

structure. In 2006, the Council released a draft Master Plan that establishes policies and procedures for the region and includes a Land Compatibility Map, of which Netcong is included within the aforementioned Planned Community Zone.

4. Lake Musconetcong Regional Planning Board

The Lake Musconetcong Regional Planning Board was established in 1990 as an advisory board with interest in "restoring, preserving, protecting and enhancing the environmental conditions of Lake Musconetcong and its surrounding watershed to ensure high environmental quality, increased recreational potential, public awareness and economic vitality". The Board advises State, County and municipal officials on the proper methods to alleviate the problems evident in the Lake Musconetcong Watershed. The Borough is currently represented on the Board by two members appointed by the Mayor.

The Board is responsible for reviewing development applications for sites adjacent to the lake or having a direct impact on the lake. In addition, the Board works to increase public awareness on environmental issues affecting the lake and, in particular, highlight for each municipality in the watershed the importance of cleaning, dredging and managing Lake Musconetcong.

V. SPECIFIC CHANGES RECOMMENDED FOR THE MASTER PLAN AND DEVELOPMENT REGULATIONS

Based on the assumptions, policies and objectives discussed in the previous sections, the following specific changes are being recommended for the master plan and development regulations as part of this reexamination report. The recommended master plan/zoning changes are set forth below.

General Zoning Recommendations

- Except for the two existing redevelopment areas, current zoning designations within Netcong are largely sound and existing development is largely compatible with both the current zone boundaries and the Borough's land use vision. Only within the Borough's downtown Business Center (B-C) zone and adjacent I-1 zone is some fine-tuning recommended in order to retain and improve the character of Netcong Center and discourage commercial expansion into established residential blocks.

Business Center (B-C) Zone Recommendations

- The current limit of the B-C zone is so geographically broad that it includes portions of Ledgewood and Maple Avenues that are solidly residential in character with the homes in generally good condition.² It is therefore recommended that the residentially-developed portion of the B-C Zone on either side of Ledgewood Avenue at Allen Street and continuing on to Maple Avenue be severed, and that it be placed instead within the limits of the R-2 Residential zone. The new B-C zone boundary line should exclude the Hugh Allen Mansion and copy store on Ledgewood Avenue and continue along the existing eastern boundary of Borough Hall. The zone line is recommended to continue across Maple Avenue along the eastern property line of the Post Office to the railroad right-of-way. The remaining lands would be rezoned under the existing R-2 classification. The purpose of this recommendation is twofold. First, it would reinforce the current land use context on Ledgewood Avenue and portion of Maple Avenue that is residential in character. Second, it would preclude the unwarranted expansion of commercial uses outside of the downtown commercial core, which is centered along the Main Street corridor and the westerly end of Maple Avenue.
- It is further recommended that detached single-family residential uses be prohibited within the B-C Zone. Considering the recommended zone boundary change discussed

² The B-C zone was extended to include the Furnace Pond property (i.e., King's View on the Pond), which had been previously situated within the I-1 Industrial district.

above, it is appropriate to preclude this type of development within the Borough's downtown core area centered along Main Street and reinforce commercial use in this area.

- In order to create additional opportunities to concentrate development within Netcong's downtown, it is recommended that allowable building heights for mixed-commercial/residential development be increased from 2 stories/30 feet to 3 stories/40 feet within the B-C zoned portion of Maple Avenue and along Main Street south to the railroad. Apartments should be expressly permitted on the 3rd floor of any such development.
- It is further recommended that within the downtown core area (i.e., Main Street between Route 46 and Ledgewood Avenue and along Maple Avenue between Main Street and Borough Hall), the front yard and side yard requirements be eliminated. Currently the zoning requires a 25-foot front yard, a 5-foot side yard, and 15 feet for both side yards. This change would serve to reinforce the traditional Main Street character of Netcong, where building facades exist along the front property line and parking (where provided) is concentrated in the rear yard area.

General Industry (I-1) Zone Recommendations

- It is recommended that the Quirk/Masco Corporation Site (Block 16.01, Lots 24, 25 and 25.01) be rezoned from the General Industry I-1 Zone to the Business Center B-C Zone. The ±5.96-acre property is located south of the Musconetcong River and Furnace Pond, and fronts the northern side of Bank Street. The property is further bounded to the northeast by the Jenny Lind Street right-of-way and the Kings View residential development. This parcel was included within the 2004 redevelopment area designation, however it was not incorporated within the final project area boundary of the Station Area Redevelopment Plan, and thus retains its underlying I-1 zoning. Considering the location of the parcel adjacent to Netcong Center, the anticipated redevelopment set to occur south of the site, and existing development within the B-C Zone east of the property, rezoning of the property under the B-C classification is appropriate and in keeping with the Borough's vision for Netcong Center. Further, such a rezoning recognizes the land use and zoning changes that have occurred in the immediate area of the property since the 1998 Reexamination.

Stoll/Allen Street Redevelopment Area

- As discussed, in 2005 the Borough of Netcong declared a second area within the municipality as being in need of redevelopment consistent with the State's Local Redevelopment and Housing Law. This area is located at the convergence of Allen and Stoll

Streets about three-quarters of a mile from the Netcong train station. The area, which backs up to the N.J. Transit railroad right-of-way, comprises approximately 10 acres and includes the following lots in Block 8 on the official tax maps of the Borough: 15, 16, 17, 23.01, 24, 24.02, 24.03, 27, 28, 29, 30, 31 and 32. Land uses in the area consist of a mix of older residences, low-intensity commercial/industrial businesses and vacant lands. The 1978 Land Use Plan Map designates the bulk of the properties within the I-4 Industrial and Commercial classification with the remainder under the R-2 Single-Family Residential category. The referenced properties currently fall within two separate zoning districts: the I-3 Limited Industrial and Commercial district and the R-2 Single-Family Residential district. All but three of the lots lie within the former category. The zoning boundaries are coincident with the Land Use Plan map, but for the fact that the properties designated I-4 in the Master Plan actually lie within the limits of the existing I-3 zone.

The area in question is currently underutilized and, to a large extent, in transition. Moreover, not only is the current industrial/commercial zoning no longer appropriate for this location, but it is in conflict with adjacent residences and does not take full advantage of the existence of Arbolino Park and views of Lake Musconetcong situated on the opposite side of Allen Street. In order to encourage a more compatible land use mix and to further improve the appearance of the Allen Street streetscape in particular (recognizing that it serves as a gateway to Netcong), it is recommended that the Land Use Element of the Master Plan be amended to create a new multi-family residential classification for the referenced area that would allow for townhouse and multi-family condominium development at a density not to exceed 12 units per acre.

Other Ordinance Regulations

- The Limited Office District (LOR) is the only zone district in the Borough that currently imposes Lot Coverage and Floor Area Ratio (FAR) requirements. These requirements should be extended to the remainder of the non-residential districts in the Borough.
- The terms Floor Area Ratio and Lot Coverage should be defined within Article II, Definitions.
- The land use ordinances should be updated for consistency with the New Jersey Residential Site Improvement Standards (RSIS).
- Provisions should be adopted requiring recycling facilities on commercial and industrial sites of more than 1,000 square feet and for multifamily developments of 25 or more units.

Housing Plan Element and Fair Share Plan

- The Borough needs to prepare a new Housing Plan Element and Fair Share Plan to address its third and prior round affordable housing obligation.

Center Designation

- Because Netcong's Center designation had not been effectuated at the time of the 1998 reexamination report, this has never been officially sanctioned as part of the Borough's official Master Plan documentation (notwithstanding the fact that it was endorsed by the Planning Board by Resolution in 1998). For this reason, the Borough's Center designation is hereby incorporated into the Master Plan as part of this reexamination report.

VI. RECOMMENDATIONS OF THE PLANNING BOARD CONCERNING THE INCORPORATION OF REDEVELOPMENT PLANS INTO THE LAND USE ELEMENT AND LOCAL DEVELOPMENT REGULATIONS

In 1994, the Municipal Land Use Law in New Jersey was amended to include, as part of the Master Plan Reexamination report, recommendations of the Planning Board concerning the incorporation of redevelopment plans (adopted pursuant to the Local Redevelopment and Housing Law of 1992) into the land use element, and accompanying changes to the development regulations. The Local Redevelopment and Housing Law affords municipalities the authority to designate areas "in need of redevelopment," provided they meet specific statutory criteria, as well as to prepare and implement redevelopment plans for such areas.

Since 1998, the Borough has utilized this statute to designate two redevelopment areas. These are the Station Redevelopment Area and the so-called Stoll/Allen Street Redevelopment Area. Moreover, the Borough subsequently adopted the Station Area Redevelopment Plan (copy provided in the Appendix), which is hereby incorporated into the Master Plan as part of this reexamination report, and is currently pursuing adoption of a redevelopment plan for the Stoll Street/Allen Street Redevelopment Area.

APPENDIX

Table 1:
Population Change, Netcong, New Jersey, 1960 to 2000 (with missing blocks)

Year	Population	Change	Percent Change
1960	2,765	---	---
1970	2,858	93	3%
1980	3,557	699	24%
1990	3,311	-246	-7%
2000	3,236	-75	-2%

Source: U.S. Census Bureau

Table 2:
Population by Age, Netcong, New Jersey, 1990 to 2000 (with missing blocks)

Age Group	1990	Percent	2000	Percent	Percent Change (1990-2000)
Under 5	239	7%	176	5%	-26%
5 - 14	356	11%	416	13%	17%
15 - 24	427	13%	341	11%	-20%
25 - 34	748	23%	522	16%	-30%
35 - 44	525	16%	609	19%	16%
45 - 54	312	9%	430	13%	38%
55 - 64	320	10%	312	10%	-3%
65 - 74	223	7%	225	7%	1%
75+	161	5%	205	6%	27%
Totals	3,311		3,236		
Median Age	N/A		38		

Source: U.S. Census Bureau

Table 3:
Population by Race, Netcong, New Jersey, 2000 (with missing blocks)

Race	Netcong	Percent
Total:	3,236	100%
White alone	2,975	92%
Black or African American alone	65	2%
American Indian and Alaska Native alone	1	0.03%
Asian alone	93	3%
Native Hawaiian and Other Pacific Islander alone	0	0%
Some other race alone	57	2%
Two or more races	45	1%

Source: U.S. Census Bureau

Table 4:
Age of Units by Year Built, Netcong, New Jersey, 2000 (with missing blocks)

Year Built	Total Units	Percent of Total Units	Owner-Occupied	Percent of Total Units	Renter-Occupied	Percent of Total Units	Vacant
1990 to 2000	48	3%	15	1%	33	2.3%	N/A
1980 to 1989	62	4%	41	3%	21	1.5%	N/A
1970 to 1979	441	31%	49	3%	370	26.0%	N/A
1960 to 1969	162	11%	71	5%	88	6.2%	N/A
1950 to 1959	131	9%	118	8%	13	0.9%	N/A
1940 to 1949	164	12%	105	7%	59	4.1%	N/A
1939 or earlier	414	29%	268	19%	117	8.2%	N/A
Totals	1,422		667		701		54

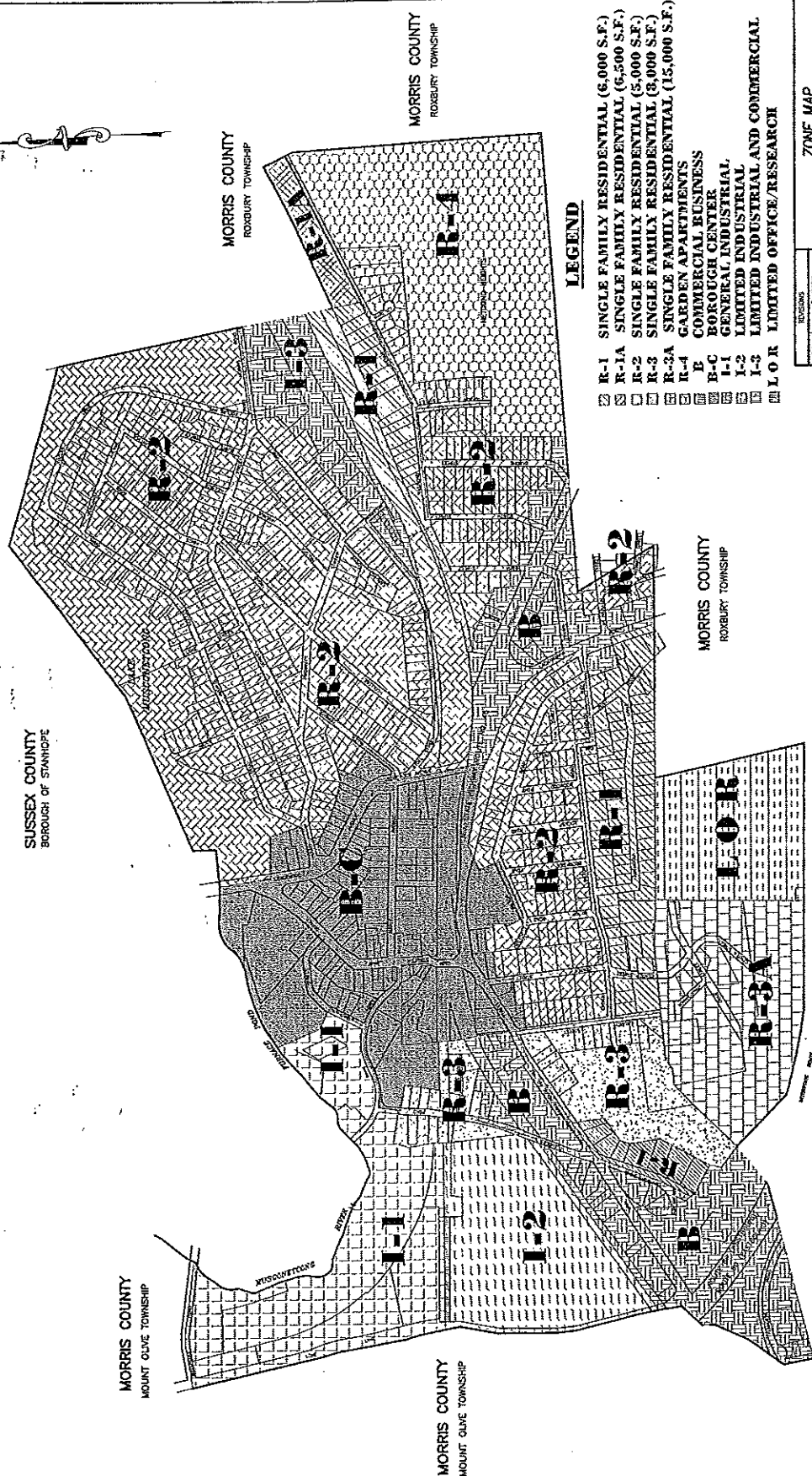
Source: U.S. Census Bureau

Table 5:
Units in Structure, Netcong, New Jersey, 2000 (with missing blocks)

Type	Units in Structure	Percentage of Total
1, detached	656	46%
1, attached	75	5%
2	182	13%
3 or 4	64	5%
5 to 9	21	1%
10 to 19	419	29%
20 to 49	0	0%
50 or more	5	0.4%
Mobile home	0	0%
Boat, RV, van, etc.	0	0%
Total	1,422	

Percent in structures
3 units or more 36%

Source: U.S. Census Bureau



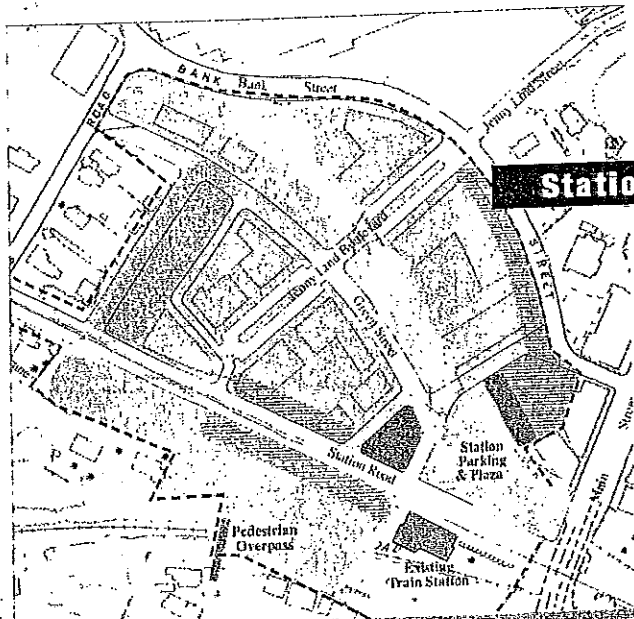
LEGEND

- ☐ R-1 SINGLE FAMILY RESIDENTIAL (6,000 S.F.)
- ☐ R-1A SINGLE FAMILY RESIDENTIAL (6,500 S.F.)
- ☐ R-2 SINGLE FAMILY RESIDENTIAL (6,000 S.F.)
- ☐ R-3 SINGLE FAMILY RESIDENTIAL (6,000 S.F.)
- ☐ R-3A SINGLE FAMILY RESIDENTIAL (15,000 S.F.)
- ☐ R-4 GARDEN APARTMENTS
- ☐ B COMMERCIAL BUSINESS
- ☐ B-C BOROUGH CENTER
- ☐ I-1 GENERAL INDUSTRIAL
- ☐ I-2 LIMITED INDUSTRIAL
- ☐ I-3 LIMITED INDUSTRIAL AND COMMERCIAL
- ☐ LOR LIMITED OFFICE/RESEARCH

TOWNSHIP		ZONE MAP	
NO.	NAME	DATE	BY
1	ROXBURY TOWNSHIP	6-10-99	NTS
2	MOUNT OLIVE TOWNSHIP	6-10-99	GAW
3	MOUNT OLIVE TOWNSHIP	6-10-99	RPC
4	MOUNT OLIVE TOWNSHIP	6-10-99	1 OF 1

BOROUGH OF NETCONG
MORRIS COUNTY, NEW JERSEY
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MC-7016-01M-REVISED 01/95



Borough of Netcong

Station Area Redevelopment Plan

Prepared for the Borough of Netcong

Phillips Preiss Shapiro Associates, Inc.
Planning & Real Estate Consultants

February 2005

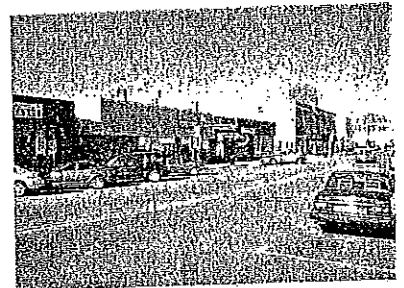
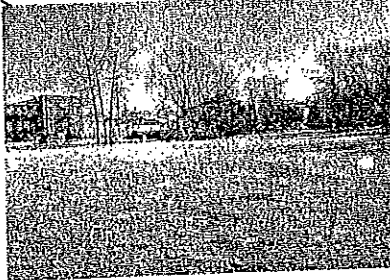


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Netcong Station Area Redevelopment Plan

1 Introduction

PURPOSE

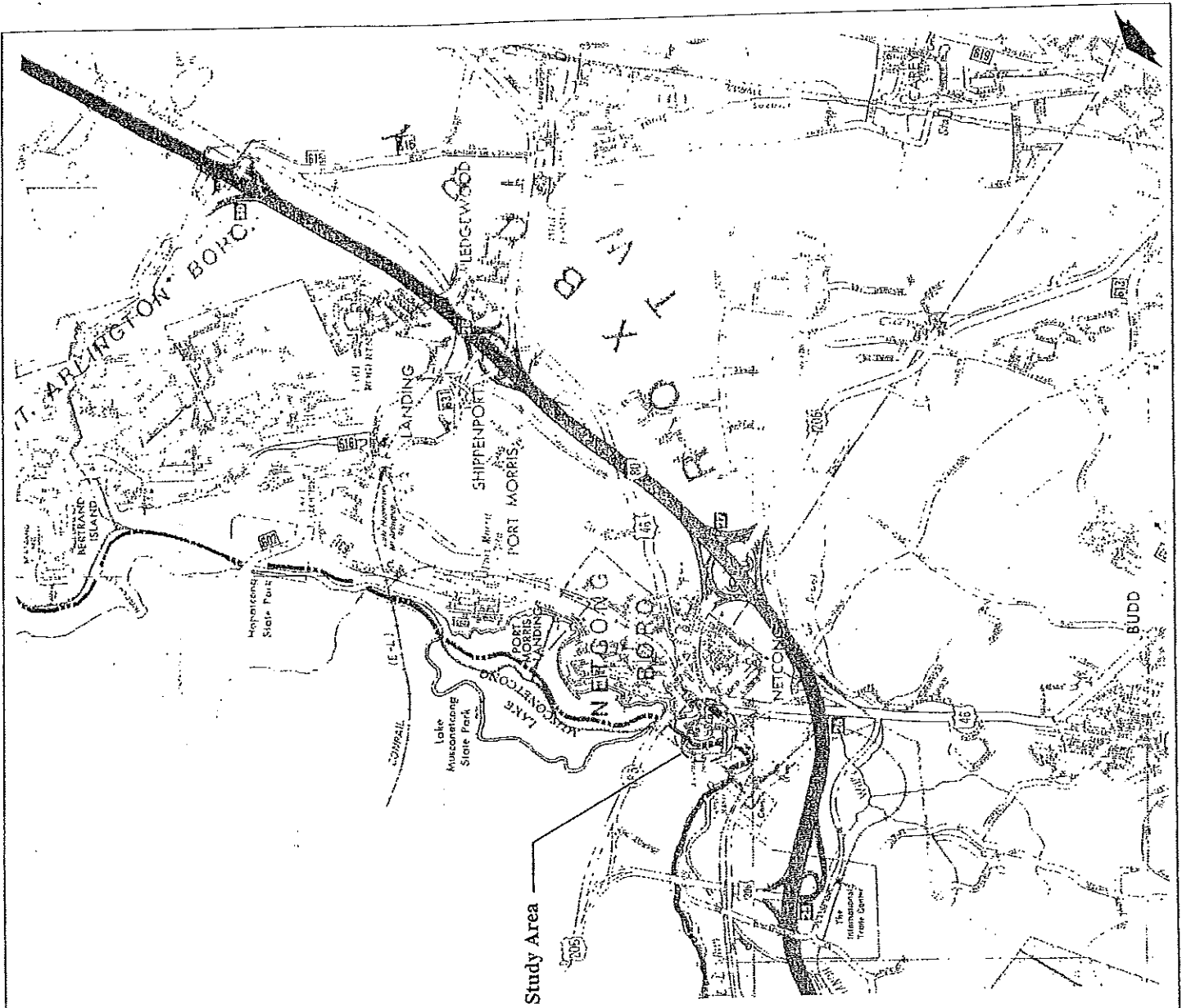
This Redevelopment Area Plan describes the vision and sets standards for the redevelopment of an area around the Netcong rail station in the Borough of Netcong, New Jersey. The Plan describes existing conditions; proposed new streets, parks, and other public spaces; and guidelines for high-quality development that will complement the existing train station. **Figure 1, Project Location**, shows the general location of the project within the greater context of the Borough and surrounding communities.

The Redevelopment Area Plan sets forth standards and guidelines for land use, circulation, open space, parking, and urban design. Some plan elements are fixed, such as the location of certain new roads and the requirement to provide one-for-one replacement of New Jersey Transit parking; while other standards are flexible, and are to be used as guides for creating development proposals which meet the plan's goals and objectives.

The design and land use concepts of this Redevelopment Plan have their basis in a series of public workshops that began in June of 2003, under the auspices of New Jersey Transit's Transit-Friendly Planning Assistance Program. The Program offers planning and design assistance to communities with underutilized or vacant land near transit facilities that could be transformed by new, mixed-use development. With urban design and planning assistance from the Regional Plan Association, the Borough hosted several community design workshops with local stakeholders. The results of the workshops were distilled into a report, "Netcong Station Area Transit-Friendly Design Study," which is incorporated into this Plan by reference.

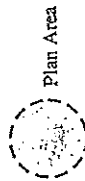
The Redevelopment Plan will provide for a compact new neighborhood extending the walkable development pattern found in downtown Netcong. The Plan will result in improvements to the Borough's public spaces, open spaces and recreational amenities. It will also improve the area around the train station by creating more attractive and convenient station-oriented retail and providing a new base of residents to enliven the area. Finally, in all likelihood, these improvements will lead to a boost in ridership at the station.

While the New Jersey Transit/RPA plan forms the basis for this plan, it is not identical with it. This plan has been written to incorporate the major goals, objectives and design concepts of the NJT/RPA plan; yet, it allows greater flexibility in terms of street and building layout. Developers designing projects in accordance with the Redevelopment Area Plan are encouraged to study the NJT/RPA plan carefully and conform to its specifics where possible. However, creative solutions to the problems of street layout, parking, and building massing are also encouraged.



Netcong Redevelopment Area

Figure 1.
Plan Area Location.



Plan Area

Netcong Station Area Redevelopment Plan

DESCRIPTION OF THE REDEVELOPMENT AND PROJECT AREA BOUNDARIES

The Borough of Netcong has declared the Plan Area to be an area in need of redevelopment pursuant to NJSA 40A:12-6. The Borough of Netcong's Borough Council approved the current boundaries of the Redevelopment Area and charged the Planning Board with the responsibility of studying the area's appropriateness for redevelopment area designation. A report entitled "Redevelopment Area Investigation for an Area bounded by Flanders Road, Furnace Pond, Bank Street, Main Street, and Route 46 in the Borough of Netcong, New Jersey" was prepared by Phillips Preiss Shapiro Associates in March 2004 to determine whether the area qualified as an "area in need of redevelopment" as provided under NJSA 40A:12A. Based on the findings of this report, adoption of the delineated Redevelopment Area boundaries was recommended by Borough Planning Board and effectuated by the Borough Council in 2004.

While the Redevelopment Area Investigation concluded that a large study area meets the statutory criteria for designation as a redevelopment area, the Borough has decided to focus its efforts for this Redevelopment Plan on a smaller central portion of the study area, consisting largely of vacant or underutilized properties. This smaller portion, the *Project Area*, is shown in relationship to the Redevelopment Area in Figure 2.

The Redevelopment Area encloses all of Block 19 and Lots 24, 25, and 25.01 in Block 16. The Project Area is a subset of this area generally located between Bank Street, Main Street, Flanders Road, and the ConRail / NJ Transit right-of-way. The Project Area specifically consists of Lots 20, 21.01, 22, 28, 28.01, 29, 30, 34.02, 35, 36, 37, 38, and 39 in Block 19; and encompasses a total of approximately 12.8 acres.

2 Relationship to Local Objectives

New Jersey redevelopment law requires that "all provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan." However, the law also allows that the "governing body may adopt a redevelopment plan which is inconsistent ... by vote of the majority, ... with the reasons for so acting set forth in the redevelopment plan." Consistency of the Redevelopment Plan with the local planning framework is described below.

RELATIONSHIP TO INTENT AND PURPOSE OF THE MASTER PLAN

This Redevelopment Plan is consistent with the Borough's Master Plan. The Borough's Master Plan and its amendments throughout the years have recognized the importance of the Plan Area as a "center," its historic significance as a transportation hub, its proximity to downtown, and its suitability for commercial and residential uses. The Master Plan has been revised over the years to recognize and reflect the fact that industrial and general commercial land uses are inappropriate for this area.

The Master Plan for the Borough was completed in 1978 and amended through reexamination in 1988 and 1998. In 1988, a Master Plan Revision and Master Plan Reexamination Report were completed. This Redevelopment Plan complies with the intent of the Master Plan and its amendments, specifically with the following:

- Provide for expansion of recreational facilities;
- Retain the small-town character;
- Maintain and enhance the variety and balance of residential housing options;
- Recognize and preserve the historic heritage of the Borough; and
- Facilitate the location of the Railroad Museum as historic focal points in the community.

Recognizing the Borough's historic and continued role as a center for the County, the 1998 Reexamination report recommended that the Borough apply for formal designation as a Town Center as part of the New Jersey State Development and Redevelopment Plan (SDRP). A Center Designation Report was prepared for State review in January 1998. That Designation Report references anticipated increases in use of its rail station park-and-ride lot and expansion of rail service with increased commuter ridership, which the Borough foresaw as a benefit to the surrounding area and neighboring municipalities. Netcong was designated as a Town Center in the 2001 SDRP.

RELATIONSHIP TO INTENT AND PURPOSE OF THE ZONING ORDINANCE

The zoning in the Plan Area has evolved over time to support the goals of the Master Plan and therefore of this Redevelopment Plan. Prior to 1978, the Plan Area was zoned B, Commercial Business, a district permitting both retail and office uses. The 1978 Master Plan recommended changing the zoning of the Plan Area to I-4, a "limited industrial and commercial" zone. The 1998 Master Plan Reexamination, prepared in conjunction with the Borough's application to the

Netcong Station Area Redevelopment Plan

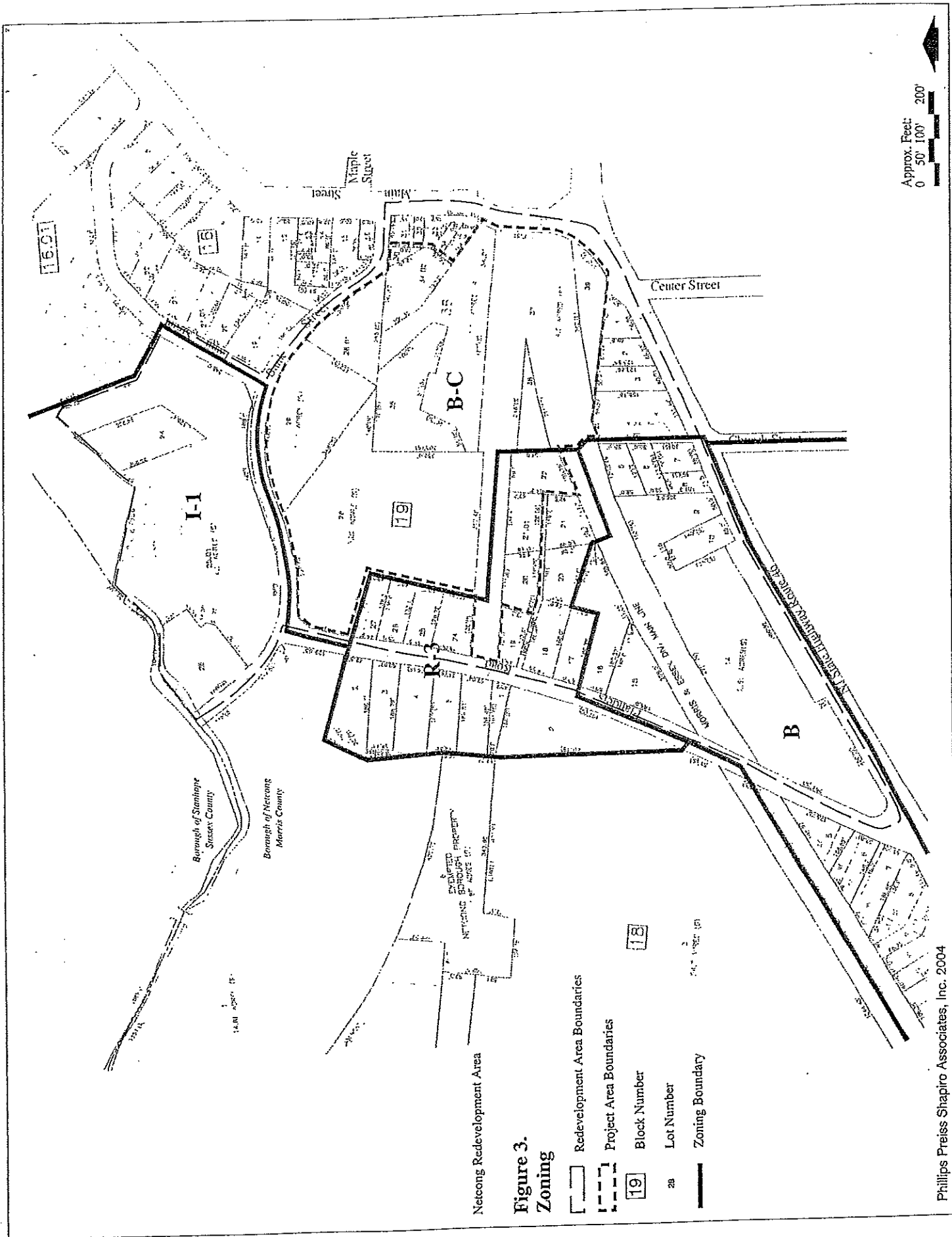
State for designation as a "Town Center," proposed "Borough Center" zoning to help create a delineated Borough Center development encompassing the historic downtown and extending to Furnace Pond. The Borough adopted this new zoning district for a large portion of the Plan Area, due to its potential to serve as an extension of downtown. The successful King's View development, which integrates an open space amenity into compact new development, is as a model for town center-style redevelopment

Today, the existing zoning in the Plan Area is primarily B-C Borough Center. The three parcels south of the proposed Station Road, towards the west, are zoned R-3, Single Family Residential. The Borough Center zoning district is a good step towards a town center type of mixed-use zoning district. The Redevelopment Area Plan extends and enhances the mixed-use center concept implicit in the B-C district. Existing zoning districts are shown in Figure 3.

REDEVELOPMENT PLAN GOALS AND OBJECTIVES






The Redevelopment Plan is intended to promote the following specific Goals and Objectives:

1. To provide for a variety of land uses that will eliminate blight, promote economic development and growth opportunities, and serve the needs of the community.
2. To provide for a mixed-use development pattern consistent with Netcong's designation as a Center in the State Development and Redevelopment Plan.
3. To develop a critical mass of new housing adjacent to the existing New Jersey Transit rail station, encouraging greater transit ridership and mode choice.
4. To extend the commercial core of the downtown to embrace the New Jersey Transit rail station as an anchor and focal point.
5. To enhance the market base for downtown Netcong by placing a significant number of new households within a short walk of downtown commercial uses.
6. To preserve the existing supply of commuter parking at the New Jersey Transit station.
7. To create a compact, pedestrian-friendly extension of the downtown, through the use of Smart Growth planning and design techniques.
8. To create a new street network that will enhance and facilitate vehicular and pedestrian circulation in and around the Project Area and the downtown.
9. To provide for a greater variety of housing opportunities and choices within the Borough.
10. To provide for a linear network of open spaces connecting Furnace Pond, the Project Area, and the Downtown core.



Approx. Feet:
 0 50' 100' 200'

Figure 3.
Zoning

-  Redevelopment Area Boundaries
-  Project Area Boundaries
-  Block Number
-  Lot Number
-  Zoning Boundary

3 Strategic Plan

EXISTING CONDITIONS IN THE PROJECT AREA

This Strategic Plan addresses both the entire Redevelopment Area, where a modified version of the existing zoning is intended to govern future development; and the smaller Project Area, where the detailed standards and guidelines set forth herein supersede the underlying zoning, and where the Borough will, at its discretion, exercise its powers with regards to property acquisition. The following narrative addresses existing conditions in the Project Area.

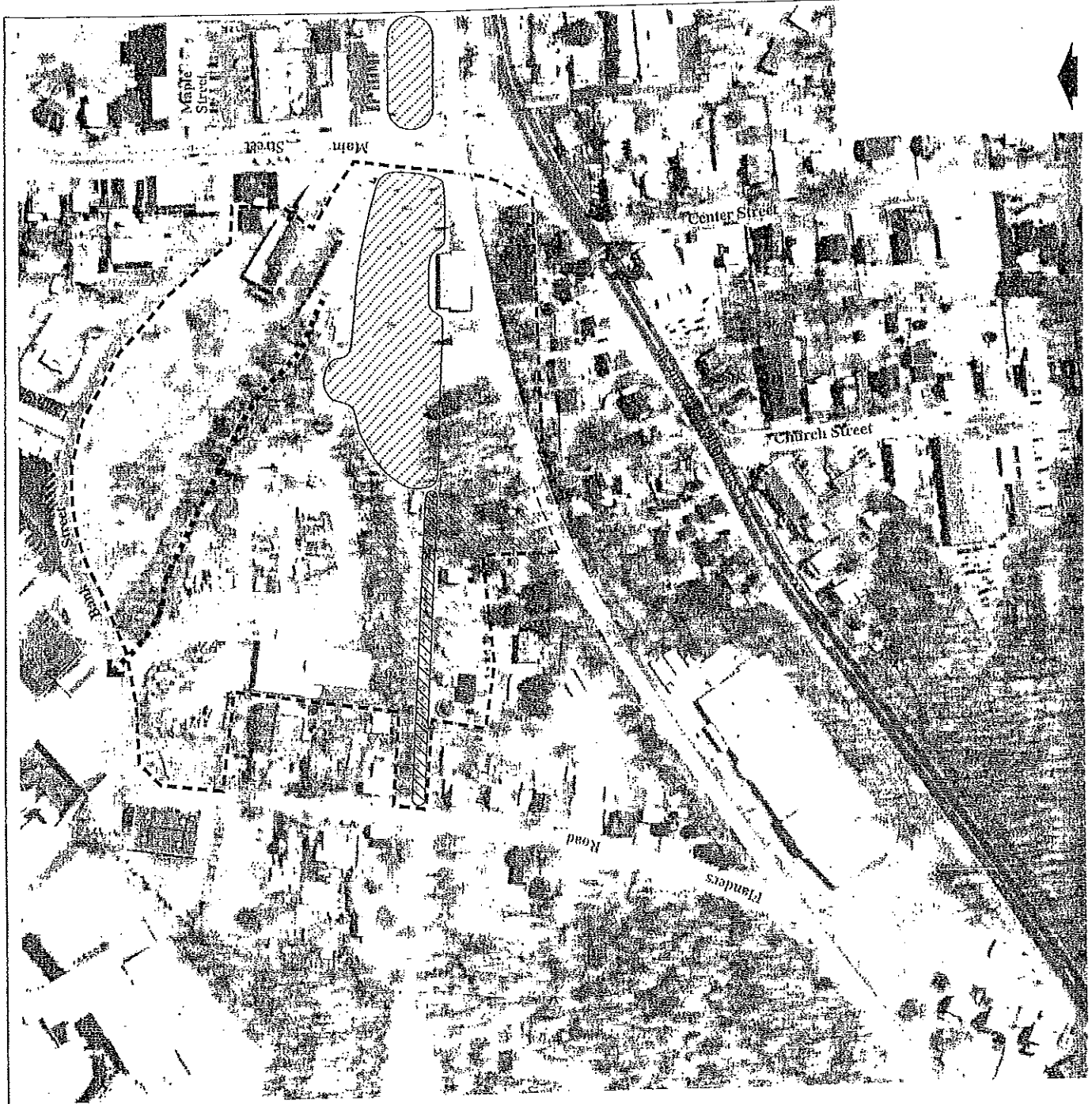
The parcels within the boundaries of the Project Area are either vacant or underutilized. All parcels are in Block 19. Parcels 28.01 and 29 are closest to Bank Street, north of the drainage course, and both are vacant. These parcels are largely covered with natural grasses and some wooded areas. A small portion of parcel 29 is used by the Quirk Moving business across Bank Street for accessory parking, with about 10 spaces.

To the east of the existing single-family homes fronting Flanders Road is large area (parcel 28), owned by Salmon Bros., Inc., a building contractor. Parcel 28 is 3.02 acres in size and includes frontage on both Bank Street and Flanders Road. The parcel includes a large industrial building with outdoor storage and related accessory buildings. The westernmost portion of Parcel 28, adjacent to Flanders Road, is a paved parking lot for about 15 to 20 cars.

At the eastern end of the Plan Area, north of the existing station parking lot, are two parcels containing office buildings (parcels 30 and 34.02). Parcel 34.02 has a two-story office building with driveway, parking area, and loading bays. Parcel 30 is a very small lot, occupied almost entirely by a single-story commercial building used by a limousine service.

New Jersey Transit owns five lots (parcels 35, 36, 38, 39, and portions of 37) totaling about 7 acres in size. These parcels are dedicated to public service use by NJ Transit and include the existing train station and parking lot at the southeastern end of the Plan Area, as well as the active Boonton mainline right-of-way that curves towards the southwest. Conrail, or its successor in title, owns the linear portion of lot 37 located below and adjacent to lot 28. This portion of lot 37 includes an abandoned east-west railroad right-of-way (planned to become the future Station Road). The existing Netcong train station is located at the north side of the Boonton tracks. The existing station parking area is on portions of parcels 35, 36, and 37. Parcels 38 and 39 are vacant. The station parking area needs some paving repairs, and lacks landscaping, curbing, or traffic islands. The station house is not presently occupied. New Jersey Transit continues to maintain the structure and make improvements, including a new boiler system that was installed approximately two to three years ago.

South of the Boonton right-of-way (the future Station Road) are three single-family homes, located on parcels 20, 21.01, and 22. The houses face Ikes Lane, and have their backs to the future Station Road.



Netcong Redevelopment Area

**Figure 4.
Existing Conditions**

- Project Area Boundary
- ◀ Intermittent Stream Corridor
- ▨ Abandoned Rail Right-of-way
- ▧ Existing NJ Transit Parking
- ▩ NJ Transit Right-of-Way
- NJ Transit Station

Source: NJDEP

Netcong Station Area Redevelopment Plan

Drainage in the Project Area is facilitated by an intermittent stream which cuts diagonally through the area. If feasible, this drainage course is proposed to remain as part of a new open space.

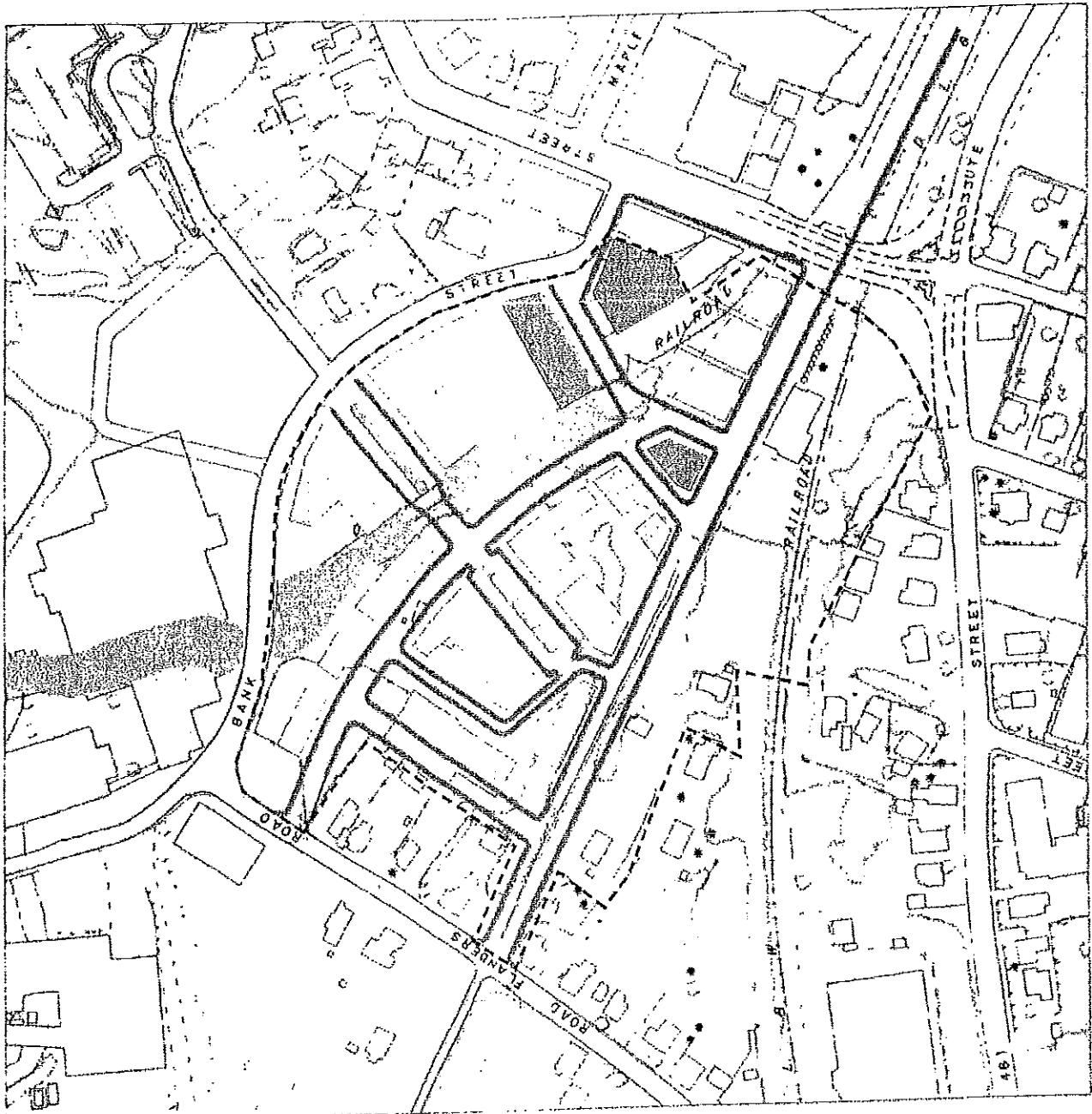
SUMMARY OF PLAN OBJECTIVES

This Redevelopment Plan describes a proposal for a mixed-use development with improvements to land use, circulation, and the character of the underutilized area north and west of the existing NJ Transit Boonton tracks. It will create an entirely new neighborhood of high-quality, higher-density ownership housing that will help bring activity and a sense of place to the station area. Luxury condominium apartments, town homes, and semi-attached single-family homes will help provide a greater diversity of housing choices in Netcong. A focus on ownership housing, rather than rental, will help create a stable neighborhood of residents committed to their new community.

The critical mass of new housing will also provide a market for a cluster of new retail development planned around the station area. At the station, ground-floor retail will provide convenient shopping and services for transit riders, local residents, and visitors alike. If the demand for retail is strong, the Plan also allows retail uses as an option along Station Road and along Bank Street, on the blocks between Main Street and Jenny Lind.

The physical framework of the plan is a network of public spaces, based on two attractive new public streets, an improved station area, and a suggested new linear park. One street is a broad, pedestrian-friendly Boulevard with an attractively landscaped center median, an extension of the existing Jenny Lind Street into the Plan Area. Another new street will be built along the unused Conrail right-of-way, extending west from the station building / museum and Main Street. This street could also include ground-floor retail, creating another retail cluster within the Plan Area. As an option to extend the open space network in this area, a new "Greenway" linear park could be constructed in a northwesterly direction along an existing drainage course, linking the future train station plaza to a proposed park at Furnace Pond. The Boulevard and Greenway will improve the pedestrian links to downtown and create a significant addition to the Borough's public realm of streets, open space, and recreational facilities.

The Borough's train station building is intended to serve as a focal point for a new plaza/commuter parking area framed by retail space. This station has been proposed as a potential location for a new Railroad Museum exploring the history of rail as well as canals and other forms of transportation in Morris County and in New Jersey. The Museum would be linked to excursion trains and special events on weekends. This Museum would draw tourists to the Borough and expand the use of the NJ Transit trains for non-commuting purposes. However, Borough officials report that the Museum Commission has not contacted them since 2001 regarding when, or if, the Museum will be built in the Borough. With or without such a museum, the proposed improvements to the station area will provide a convenient and inviting environment for train commuters and tourists to do errands, shop, or dine before or after riding the train. It will also help link the new development back to Main Street.

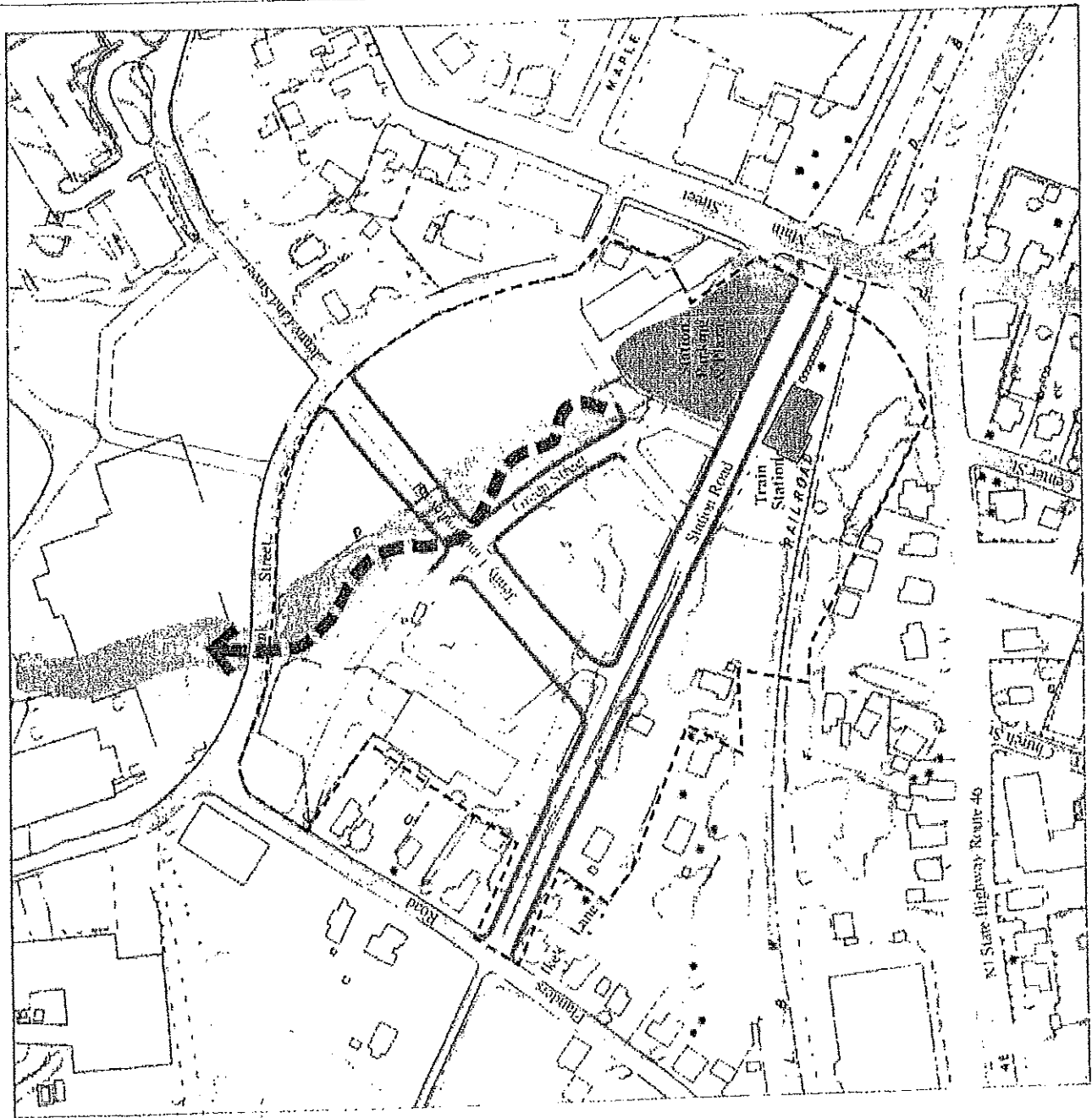


Needing Redevelopment Area

Figure 5.
Conceptual Development Plan






- Project Area Boundary
- Residential
- ▨ Ground Floor Retail with Upper Story Residential or Commercial
- ▩ Open Space/Greenway
- ▬ New Streets

Source: Regional Plan Association, 2004



Netwing Redevelopment Area

Figure 6.
Public Realm

-  Project Area Boundary
-  Existing Streets
-  Required New Streets
-  Suggested Open Space/Greenways
-  Required View Corridor and Public Easement (Pedestrian and/or Vehicular Circulation Element)

Netcong Station Area Redevelopment Plan

The Plan also includes design guidelines to ensure that development is human-scaled and pedestrian-friendly and that the architecture is appropriate to the historic character of the Borough.

THE PUBLIC REALM: STREETS, CIRCULATION, & OPEN SPACE

The new development in the Project Area is intended to be pedestrian-friendly and lively, with high-quality residential development and ground-floor retail framing the station area; attractive new streets, most notably Jenny Lind Boulevard; and a suggested greenway linking to the open space at Furnace Pond. The primary expression of the character of the new development area is its streets, parks, and other public spaces. These elements constitute the "public realm" and shape an inviting environment for residents, workers, and visitors. They also set the tone for the private development within each block. Figure 6, *The Public Realm*, shows the proposed framework of required new streets and other public spaces in the Plan Area.

BANK STREET

In tandem with the construction of new streets in the Plan Area, Bank Street shall be converted to one-way west-bound. This conversion is not included in the Borough Master Plan or its updates, but is a current goal of the Borough.

NEW PRIMARY STREETS WITH REQUIRED ALIGNMENTS

As shown in Figure 5, there are three major new required streets with generally fixed alignments: "Station Road" along the east-west Borough right-of-way; "Jenny Lind Boulevard," a southerly extension of Jenny Lind Street; and Green Street, linking the train station to Jenny Lind Boulevard through the middle of the Project Area. For convenience, these names will be used throughout the document; however, they are not meant to preclude other names in the future. Together with the existing perimeter streets of Bank Street, Flanders Road, and Main Street, these two streets form the armature of the street pattern in the Plan Area.

The general alignments of Station Road, Jenny Lind Boulevard, and Green Street are fixed in terms of their centerline direction, which streets they intersect, and the number of lanes.

- Station Road is a two-way street connecting Flanders Road to Main Street, and provides access for the existing transit station and reconfigured transit parking lot. The alignment of Station Road may shift by several feet in either direction, but should generally continue in an east-westerly direction along the existing right-of-way. Station Road shall have one travel lane in each direction and parking lanes on both sides.
- Jenny Lind Boulevard extends on axis from Jenny Lind Street, connecting it to Station Road. The Boulevard shall have one lane in each direction and parking lanes on both sides, and shall include a planted center median of at least 12 feet in width. The alignment of Jenny Lind Boulevard is fixed in that its centerline must align with that of the existing Jenny Lind Street. However, the design of the intersection of Jenny Lind Boulevard and Station Road is flexible; for example, a 90-degree intersection, a traffic circle, or a dogleg (as shown in the conceptual plan of Figure 4) could be used.

Netcong Station Area Redevelopment Plan

- Green Street links the train station to Jenny Lind Boulevard through the center of the Project Area. Optionally, it could continue west to Bank Street. If a Greenway is created along the existing drainage course, Green Street shall be parallel and adjacent to the Greenway. If no Greenway is created, the alignment of Green Street is more flexible. In any event, the alignment shown on the Figure is illustrative only, and alternative alignments may be proposed. Green Street shall have one travel lane in each direction and at least one lane of on-street parking.

NEW SECONDARY STREETS WITH UNSPECIFIED ALIGNMENTS

Within the Plan Area, secondary streets will be necessary to create the smaller block sizes that are better for the pedestrian experience. Since their location is flexible, they are not included in Figure 5, the Public Realm. However, Figure 4, the Conceptual Development Plan, illustrates one possible configuration of interior secondary streets; other configurations are possible. The following criteria apply to all secondary streets:

- The street network for the Plan Area shall be developed such as the maximum block size, as defined by primary and secondary streets, is 400 feet by 275 feet.
- Intersections of streets must be spaced at least 150 feet apart, for safety and avoidance of conflicting turning movements. A one-way couplet or pair of streets that are considered one system (such as the two one-way travel lanes on Jenny Lind Boulevard), traffic islands, and traffic circles are all considered as one street.

In addition, to the extent possible, new secondary streets should be sited in such a way as to avoid creating a condition where the primary views are of the backs of buildings. This will help create a pedestrian-friendly street pattern.

CRITERIA FOR ALL STREETS IN THE PROJECT AREA

The following criteria apply to all streets, including primary and secondary streets.

- All streets shall be dedicated as public streets. The only travelways that may remain private are driveways and alleys providing access to rear or side parking and loading areas.
- All public streets shall have generously-sized sidewalks and parking lanes on both sides. Sidewalks shall be a minimum of 8 feet in width, and wider sidewalks of 12 or more feet are encouraged. All public streets shall also be landscaped with street trees in the sidewalk, planted at 30 feet on center.
- The sidewalks of public streets shall provide the primary route for pedestrian travel, in order to focus activity and energy in public spaces. Pedestrian travel routes shall not be separated from roadways, except for those along the linear greenway and to provide access to rear parking areas. Pedestrian travel routes shall not be hidden behind buildings.

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NJ TRANSIT STATION

As part of this Plan, the existing facilities for NJ Transit shall be reconfigured to make more effective and inviting use of the land for transit patrons. The following improvements to the station facilities are required or recommended:

- All development proposals shall provide one-for-one replacement of existing NJ Transit parking. Preferred locations for this parking are in an off-street lot located across Station Road from the station; and along Station Road itself.
- The striping of parking spaces in the existing parking lot shall be reconfigured to make more efficient use of the land for parking. The parking lot should be landscaped with street trees spaced evenly throughout the lot in order to provide shade in the summer. Landscaped pedestrian walkways should be defined through the parking lot to safely channel pedestrians from their cars to the train platforms.
- The existing transit station building across the new Station Road, possible site of the Train Museum, should be linked to the station parking area with pedestrian crosswalks and crossing signals.
- A new Station Plaza should be constructed next to the station parking lot. The Plaza should face Green Street and the optional greenway, providing a link to this linear green space and towards Jenny Lind Boulevard. The Plaza should include shaded areas for relaxing, with benches, seats and small tables, pedestrian-scale street lamps, and landscaping.
- A smaller, landscaped plaza shall be provided between the station parking lot and Main Street. As part of this area, a decoratively-paved space shall be provided for the Borough Christmas Tree and proposed Community Bulletin Board. This "Christmas Tree" plaza shall also incorporate seating, lighting, and trash receptacles.
- The transit station's parking lot should be well-lit, so that it is safe for use in the evening. The station parking lot could serve as a valuable additional parking area for adjacent development, to be used evenings and weekends. This concept is further discussed in the Parking section, below.

GREENWAY

A linear park, known as the "Greenway," is intended to provide a public open space amenity within the Plan Area that complements the new development while also facilitating the removal of stormwater from the site. This optional greenway could be developed along the existing drainage course (see Figure 3), extending from the Station Plaza area to Bank Street. From here, a separately-proposed park and the linear Furnace Pond Greenway would continue the linear open space.

- The alignment of the Greenway, if built, shall follow the existing drainage course.
- The Greenway, if built, shall run alongside public streets, where it may be clearly visible to visitors. Maximizing the Greenway's street frontage makes it visible from higher-activity areas, ensures that it feels like an open public park, and gives users a greater degree of safety. The Greenway should not be located behind or between buildings where it is hidden from view of the street, unless the buildings have prominent entries and win-

Netcong Station Area Redevelopment Plan

- dows facing the park that might help ensure good visibility and activity. In this case, the Greenway might best be conceived as a linear "campus." The Greenway should not feel like a "back yard," private park, hidden behind buildings.
- Similarly, buildings adjacent to the Greenway should be sited so that their front façades or side elevations, rather than rear elevations, face the greenway.
 - The Greenway, if built, shall be at least fifty (50) feet wide at all points, and shall incorporate a naturalized, planted, permeable drainage course and a multi-use pedestrian/ bicycle path.
 - The Greenway, if built, shall also include benches or other type of fixed seating, and appropriate pedestrian-scale lighting along its length.

Should the Greenway not be built, the plan requires that a view corridor, pedestrian way, or some other connection shall be provided linking the station area with the Bank Street/Flanders Road area, to provide for future connections to a proposed Furnace Pond Greenway. This connection is represented on Figure 6 as a conceptual arrow.

LAND USES

The following section defines permitted uses in the Project Area. Unless stated otherwise, the only permitted non-residential uses are identical with those permitted in the B-C district in the Borough's Zoning Ordinance.

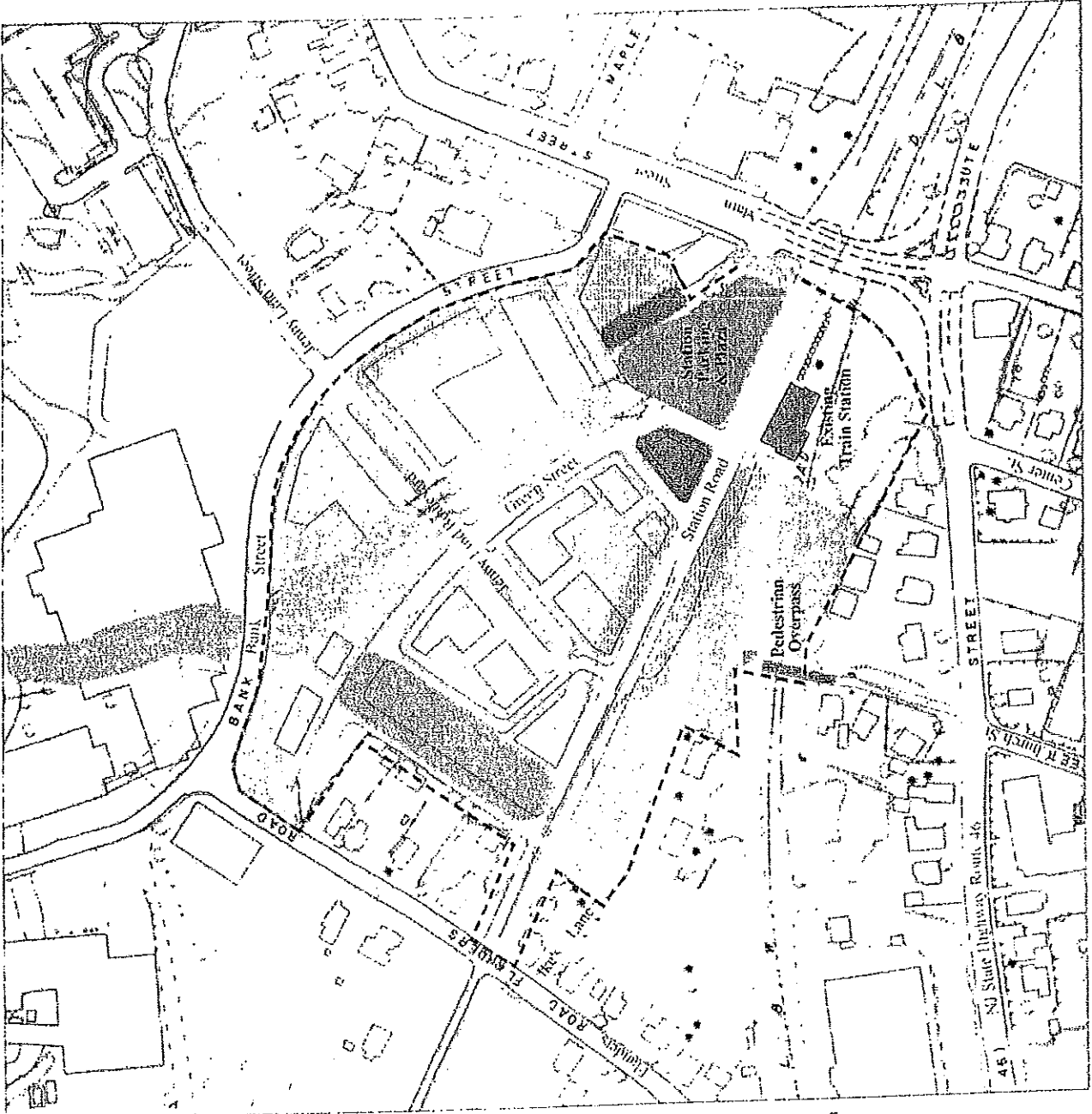
RESIDENTIAL

As shown in Figure 7, the Land Use Plan, the focus of the new development in the Project Area is residential. A maximum of 250 units may be built in the Plan Area. This target shall be attained primarily through the use of multi-family condominium buildings, with townhouses also encouraged. A small amount of duplex or semi-attached housing is also allowed where a transition in building scale would be appropriate at boundaries with existing single-family neighborhoods. Conforming development plans shall provide for a transition of density from the densest portions of the Project Area to adjoining areas of single-family development, using duplexes, semi-attached, and lower-scale townhouses. Rental housing is not permitted within the Project Area.

In order to help provide housing that enables active adult and senior households to remain in the Netcong community, no fewer than ten (10) percent and no more than fifteen (15) percent of the residential units in the Project Area shall be age-restricted to households aged 55 and older.







Age-restricted units may be ownership or rental. Non-age restricted rental units are not permitted within the Project Area except as necessary to meet the COAH affordable housing obligation associated with the development (discussed in Chapter 7).

All housing in the Plan Area, whether in all-residential buildings or buildings with ground-floor retail, shall conform to the Design Guidelines listed later in this section. These guidelines are intended to create a sidewalk-oriented, pedestrian-friendly architectural form at the street level.



Netwing Redevelopment Area

**Figure 7.
Land Use Plan**

-  Project Area Boundary
-  Residential and/or Upper Story Commercial
-  Optional Ground Floor Retail
-  Required Ground Floor Retail Facing Station Area
-  Suggested Open Space/Greenway
-  Townhouse Residential

Netcong Station Area Redevelopment Plan

RETAIL DEVELOPMENT

Ground floor retail use is an important component of the redevelopment plan. The Plan Area includes one area where retail development is required in the ground floor of buildings, and two areas where it is optional.

At the Station Area

Ground floor retail is required in buildings adjacent to the train station parking lot, as shown in Figure 6, the Land Use Map. This "amenity retail" is intended to provide shops, dining, cafes, and services that can serve the transit rider population. In addition, a larger retail space that can accommodate a national chain restaurant, bank, or other national retailer is encouraged in this location, in order to provide an anchor for smaller retail businesses in the area. The retail also serves to enliven the station area, bringing activity and interest to the adjoining sidewalks. Outdoor seating and outdoor dining is encouraged in this area, as it contributes to the vitality of the area and provides additional opportunities for people-watching. In addition to shops and dining, retail-type commercial and personal service uses that support walk-in service, such as hair salons, banks, eyeglass stores, and travel agent offices are appropriate here as well. However, commercial uses that generally require a prior appointment and are not of a retail "walk-in" nature, such as attorneys' offices or medical offices, are not allowed here because they do not help to create an active and interesting retail streetscape.

Along Station Road and Bank Street

Ground-floor retail use is permitted, but not required, in buildings that front onto Station Road, between Main Street and Jenny Lind Boulevard; and Bank Street, between Main Street and Jenny Lind. The most logical places for retail along these streets are at locations with high visibility to both pedestrians and drivers, namely at street corners. Ground-floor retail in these two locations may include all the uses allowed at the station area, as well as community service uses. A ground-floor "community room" of up to 15,000 square feet is encouraged along Station Road or Bank Street, with parking nearby. However, professional and medical offices and other commercial uses not of a "walk-in" or community-oriented nature are not allowed in ground-floor spaces.

UPPER-STORY OFFICE COMMERCIAL

Non-retail commercial uses (such professional and medical offices) are allowed everywhere in the Project Area on upper stories of buildings. The most desirable locations for such upper-story office uses is on parcels closest to the transit station parking lot, so that the offices may provide a buffer between the station area and the residential development to the west, and the residential uses are placed farther from the station. Office uses are not allowed on the ground floor of buildings because they do not enhance the activity and appearance at the street.

Netcong Station Area Redevelopment Plan

COMMUNITY FACILITY

As discussed in the above section on Retail Development, a community facility or community room is encouraged within the Plan Area. A space of up to 15,000 square feet, with associated parking nearby, would help provide a public meeting space for this new neighborhood and the general downtown area of Netcong. The facility is allowed anywhere within the designated optional retail blocks of Station Road and Bank Street discussed earlier. Depending on the uses and design of the community facility, a location at either end of the new Jenny Lind Boulevard provides an opportunity to create a focal point, by siting the building at one of these prominent corners, and including a corner element, tower, grand entryway, or other prominent feature. The facility could be an entire building, or it could occupy the ground floor of a residential or commercial building.

DESIGN GUIDELINES

This section describes guidelines for new Transit-Oriented Development that will help create a walkable pattern to enhance the area around the existing train station. The guidelines shape the placement and design of buildings in order to create a human-scale streetscape, much like that on Main Street. Taken together, the guidelines help shape memorable public spaces with a "sense of place."

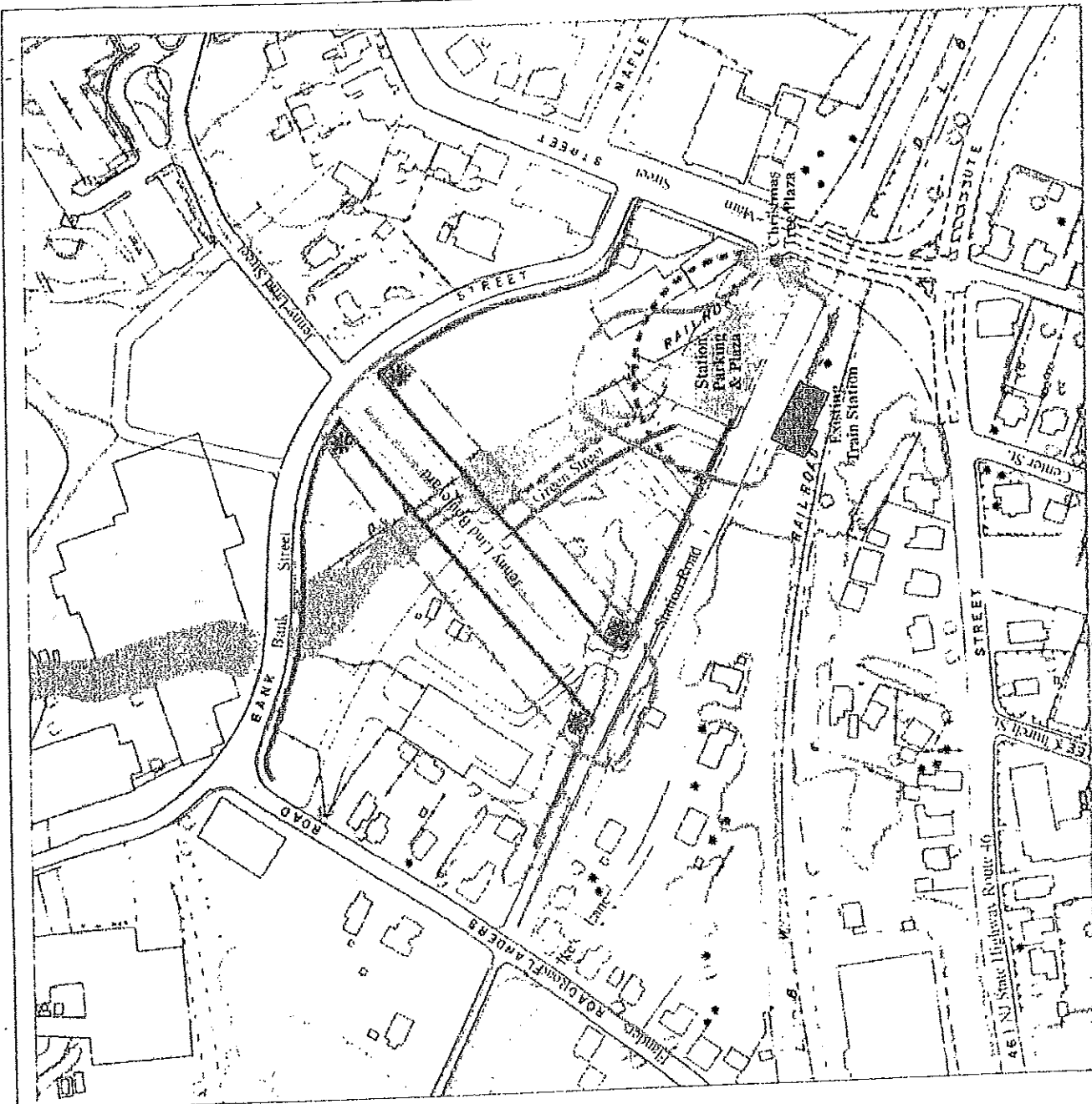
The design guidelines are organized around the following four design approaches:

- Place buildings to frame streets, the optional Greenway, and the station area, creating intimate, pedestrian-scaled public spaces and emphasizing important visual corridors;
- Use architectural massing of buildings to create a friendly, active relationship to public spaces in term of location of main entries and transparency of windows;
- Encourage high-quality form and application of materials that are in keeping with the local vernacular architectural style;
- Use a unified design approach among different buildings in certain areas to create a strong sense of place and a sense of being in a real neighborhood.

BUILD-TO LINES: BUILDING PLACEMENT AND ENTRIES









Figure 8, Urban Design, shows "build-to lines." These are conceptual lines that designate blocks where it is required that buildings, rather than parking lots or other open areas, be sited in order to reinforce key pedestrian-friendly streets and public parks (namely, the Greenway). For each build-to line, a minimum percentage (50 to 75 percent) of the block length is required to have buildings close to the sidewalk or public right-of-way.

For the purpose of build-to lines, "block length" means the linear feet of block that is used as private property; that is, excluding intervening sidewalks, roadways, and public open spaces such as the Greenway. For example, a 50 percent requirement along a 400-foot long block that has half its length occupied by the Greenway and sidewalks means that 100 feet of the block length must contain buildings built close to the sidewalk (that is, 50 percent of the 200 feet of block length that is private land).



Netcong Redevelopment Area

Figure 8.
Urban Design

-  Project Area Boundary
-  Special Focus Areas
-  75% Build-to Line Along Jenny Lind Blvd.
-  75% Build-to Line at Blocks Bordering Station
-  50% Build-to Line along Bank and Station Road
-  50% Build-to Line if no Greenway
-  Corner Element Detailing in Building Design
-  Suggested Open Space/Greenway

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In order to count towards the minimum build-to line requirement, buildings shall be located within ten (10) feet of the public right-of-way (typically the sidewalk). The remaining portions (25 to 50 percent, depending on location) of the block length may include parking lots, curb cuts, plazas, lawns, and portions of the building that are set back more than 10 feet from the sidewalk or right-of-way, as these are elements that do not generally contribute to framing pedestrian-friendly streets.

There are several general locations for build-to lines in the Plan Area. One is along the blocks that front Jenny Lind Boulevard. Another is along any blocks that front the block containing the transit station parking area and plaza. A build-to line is required along the south side of Green Street, and along the north side of Green Street if the Greenway is not built. The remaining areas with build-to lines include Bank Street and Station Road.

- The blocks along Jenny Lind Boulevard with build-to lines (shown in Figure 8) must have buildings occupying at least 75 percent of each block length. This new Boulevard is crucial to establishing the desired character for the Plan Area, and as such should be properly framed with buildings.
- The blocks surrounding the station plaza and parking lot (the exact configuration of these blocks is not specified, but the general concept is shown in Figure 8) must have buildings occupying at least 75 percent of each block length. These new blocks are important to frame the station area with buildings and retail that draw people into the development, and to make the transit plaza into a comfortable public space.
- Along Green Street between Jenny Lind Boulevard and the train station plaza, the southern side of the block must have buildings occupying at least 50 percent of the block length. Along the northern side of this block, buildings must occupy at least 50 percent of the block length if a Greenway is *not* built. If a Greenway is built, no build-to line requirements apply to the northern block because there may not be sufficient space for such buildings.
- Along Bank Street and Station Road, the blocks must have buildings occupying at least 50 percent of each block length. While this plan does not predetermine the configuration of these blocks, it is important that these blocks include buildings built close to the street so that a pedestrian-friendly pattern is maintained.

Buildings throughout the Plan Area shall be sited to frame and open onto streets, parks, and other open spaces. The front façade and main entrance of all new buildings within the Plan Area shall face streets or the Greenway, rather than alleys, driveways, or parking lots. The rear elevations of new buildings are not allowed alongside streets, and are discouraged along the Greenway.

In addition, for buildings along streets designated with build-to lines, the primary entry or entries shall face the build-to line, rather than a side street. In particular:

- Buildings adjacent to Jenny Lind Boulevard shall have their primary entries facing the Boulevard, rather than a side street.
- Buildings on blocks bordering the train station parking lot (i.e. where build-to lines are shown in Figure 8) shall have their primary entries facing in the general direction of the train station parking lot or the station building itself, rather than a side street.

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MASSING: BUILDING HEIGHT, WINDOWS, & CORNER ELEMENTS

Buildings in the Plan Area shall be two to five stories in height, reflecting the historic scale of buildings along Main Street. Maximum building height shall not exceed 60 feet, excluding decorative architectural elements. The higher range of story heights, associated with higher-intensity development, is encouraged to create a "critical mass" of development that will contribute to the vitality and activity in the Plan Area. A typical building might be four stories over a semi-underground parking garage, plus a pitched half-story roofline with dormer windows. In keeping with the mandated transition in densities, buildings located adjoining or in close proximity to existing single-family development shall not exceed two-and-a-half (2.5) stories or thirty-five (35) feet in height.

Buildings with ground-floor retail that face build-to lines shall have large plate glass windows, in order to create an interesting storefront environment for pedestrians along the street. Such windows shall have transparent glass (not mirrored or tinted). Awnings are encouraged for retail development. Awnings should have flat planes, straight edges, and open ends; rather than box-style, pleated, or scalloped shapes.

Where all-residential buildings are concerned, it is important to provide a sense of privacy and separation for first-floor units, while not ignoring the street and sidewalk. The first floor of residences in such buildings shall be set at least 18 inches above the sidewalk elevation. As a result, residential building entryways shall also be at least 18 inches above the sidewalk. Similarly, the bottom sill of windows for the first floor units should be set at or above the normal eye height of a pedestrian on the sidewalk (approximately 6 feet).

Figure 8 also shows the location of required "corner elements," such as towers, cupolas, or prominent entryways. These elements are intended to frame the intersections along Jenny Lind Boulevard as well as the path into to the heart of the Plan Area from the station plaza and parking lot. They also create a focal point marking the terminus of Jenny Lind Boulevard at Station Road.

All other bulk requirements including side and rear yards, lot sizes for townhouse development, and other standards have been purposely left flexible to allow for creativity in development proposals.

BUILDING MATERIAL AND FORM

Buildings throughout the Plan Area are encouraged to make use of materials and forms that reflect the historic and vernacular building styles in Netcong and Morris County. In particular, an early 1900's style, such as is evident in the Morgan Funeral Home, is encouraged. Other appropriate stylistic references in Netcong include the Kings View apartments and the historic train station building.

Materials should be authentic and high-quality; for example, vinyl siding is discouraged, particularly if it is stamped to look like wood. Façade facing materials such as brick should be extended

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to a sufficient depth around corners to look substantial, rather than "pasted-on." Contemporary materials and styles may also be appropriate, provided that building design remains pedestrian-friendly, street-oriented, and in keeping with local architectural style.

SPECIAL FOCUS AREAS

There are two areas in the Plan Area, shown in Figure 8, where buildings should be designed with similar detailing and massing in order to create a unified neighborhood. One location is along Jenny Lind Boulevard, the centerpiece of the Plan Area. The other is in the buildings that frame the Station Plaza and parking lot. Examples of unified building design include unified building heights, rooflines, materials, and awnings; and repetition of architectural elements such as columns, piers, and prominent entryways. While buildings in these areas should not look identical, a "theme and variation" approach to design is desirable.

PARKING SOLUTIONS FOR NEW DEVELOPMENT

Amount of Parking

Three types of parking are required within the Project Area: residential parking, commercial parking, and rail station parking.

- Residential parking shall be provided at the ratios called for under the New Jersey Residential Site Improvement Standards.
- Parking for commercial uses shall be four spaces per 1,000 square feet.
- The existing supply of NJ Transit parking within the Project Area shall be preserved on a one-to-one basis. Preferred locations for this parking are in a new parking lot/plaza to be located opposite Station Road from the rail station; and as on-street parking along Station Road itself.

On-Street Parking Use

All streets shall have on-street parking. The developer shall have the right to count available on-street parking spaces towards retail and commercial parking needs. Residential development may also take advantage of on-street parking, provided that each unit is first allotted at least one off-street parking space. Residential uses shall only claim on-street parking to the extent that commercial and New Jersey Transit parking requirements as set forth above have been met. However, the Planning Board may make adjustments for shared parking as described below.

Shared Parking

Parking for new development is a costly requirement and can occupy a large amount of valuable land. The new development should pursue reasonable accommodations that will lead to greater efficiencies in parking. One such technique is shared parking, whereby a given parking area is shared by different uses having different time-of-day or day-of-week demands. In the Project

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Area, there are two possible arrangements for shared parking that would make better use of land to allow higher development densities.

- **Residential—Office Sharing.** A portion of available parking spaces could serve double purpose for use by both commercial and residential development. Since some of new residents of the Project Area will drive to jobs elsewhere, they do not need parking spaces during the day. On the other hand, offices and other commercial businesses (which are allowed in some areas on upper floors) tend to be open only on weekdays. Therefore, some parking may be shared by residential and commercial office uses. These shared parking spaces could be either in off-street lots, garages, or on-street parking. A comprehensive analysis of anticipated parking demand by specific occupants should be conducted before approval of site plans incorporating such shared parking arrangements.
- **Retail—Transit sharing.** The Borough should also explore the possibility of sharing the existing NJ Transit station parking lot spaces with adjacent retail development. Such a shared parking arrangement would take advantage of the fact that while train riders need the commuter parking primarily during weekdays, peak demand for retail parking is typically on the weekend; and uses such as restaurants demand parking primarily in the evening. Therefore, the station parking lot could be signed to allow for public parking in the evenings and weekends. A comprehensive analysis of anticipated time-of-day demand from transit riders and retail uses should be conducted before approval of site plans incorporating shared parking.

Redevelopers may propose shared parking arrangements to reduce the amount of parking that must be provided to meet parking requirements. All such proposals shall be subject to the review of the Borough's professional staff and consultants, and the review and approval of the Planning Board.

Off-street Parking Design

As part of the goal of encouraging pedestrian-friendly design in the Plan Area, the visibility of off-street parking areas from streets, sidewalks, parks and other public areas shall be minimized. The varied and often steeply sloping terrain of the Plan Area offers opportunities for creative design and siting of parking garages so that their visibility from important pedestrian streets is minimized.

The following guidelines apply to structured parking:

- Structured parking fully below grade in buildings is the preferred method for minimizing visibility of parking from the street, particularly when the building includes ground-floor retail uses.
- Structured parking one-half level below grade is also an appropriate technique to minimize the view of parking from the street, particularly for all-residential buildings. When the first habitable floor of a residential building is one-half level above street level, the residences gain some privacy while still retaining a relationship to the street. If parking is built one-half level below grade, the parking shall be screened from streets (and from the

Netcong Station Area Redevelopment Plan

- Greenway, where applicable) with landscaping, trellises, staircases leading to building entries, or other elements.
- Since buildings with ground-floor retail require at-grade storefront entries, parking that is half-level below grade is not appropriate for mixed-use buildings, unless the topography of the parcel lends itself to “tucking” parking away from the front facade.
- Structured parking on the first level of buildings is acceptable, but only if parking areas are screened from important pedestrian streets and build-to line areas by ground-floor retail space or by residential spaces (such as front halls or lobbies to upper-floor residential units).

The following guidelines apply to surface parking lots:

- Surface parking lots should be sited behind or beside buildings, rather than in front of buildings along sidewalks. Where portions of surface parking lots are adjacent to streets having build-to lines (as identified in Figure 8), the parking areas shall be screened with low walls and/or landscaping.
- Pedestrian pathways leading between buildings to rear parking lots shall be well-lit and of a minimum width of 10 feet. Special materials should be used to highlight these pathways.

Driveway and Curb Cut Locations

In order to maintain a safe walking environment and attractive streetscape, driveways and curb cuts are not allowed along block fronts facing Jenny Lind Boulevard, nor along block fronts facing the train station parking lot and Plaza.

The width of parking entries is also restricted. Driveways providing one-way ingress or egress are limited to nine (9) feet in width. Driveways providing two-way ingress and egress are limited to eighteen (18) feet in width.

Bicycle Parking

To encourage bicycling as an alternative means of transit, all multi-family residential and office developments are encouraged to provide secure, conveniently-accessible indoor bicycle parking and storage rooms. In retail areas, centrally-located sidewalk bicycle racks should be provided in clear view of storefronts. Finally, the NJ Transit station should include bicycle lock facilities in the station parking lot and, if possible, within the reopened station house building.

PROVISION OF IMPROVEMENTS

The designated redeveloper or other party responsible for redevelopment will be responsible for the installation or upgrade of infrastructure related to their project, whether on-site or off-site. Infrastructure items include, but are not limited to, gas, electric, water, sanitary and storm sewers, pumping stations, traffic control devices, telecommunications, streets, curbs, sidewalks, street lighting, street trees, and street furniture. The extent of the redeveloper's responsibility will be

Netcong Station Area Redevelopment Plan

outlined in the redeveloper's agreement with the Borough of Netcong. All improvements will comply with applicable federal, state and local law. All utilities will be placed underground.

DEVELOPMENT STANDARDS OUTSIDE THE PROJECT AREA

The forgoing development standards and guidelines are applicable only to the designated Project Area. The remainder of the Redevelopment Area is located in four zoning districts: the B-C Borough Center district which is mapped over the core of the downtown; the I-1 industrial district, located north of Bank Street; the R-3 residential district, which covers the single family homes along Ikes Lane and Flanders Road; and the B business district, which is mapped along Highway 46. The existing zoning designations shall continue to control land use in the remainder of the Redevelopment Area, subject to modifications described below.

The B-C Borough Center district, as it applies within the Redevelopment Area, is amended as follows:

- Single-family detached houses are prohibited.
- Professional, businesses, and real estate offices are permitted on upper stories only.
- Maximum building height for all uses shall be four stories and fifty (50) feet.
- There is no minimum front yard requirement, and no front yard shall be greater than ten (10) feet in depth.
- Minimum lot width shall be fifty (50) feet.

The I-1 district reflects the existing industrial businesses found north of Bank Street. The long-term goal of the Borough is eventually to pursue the redevelopment of these properties. B-C zoning is also more consistent with the land use pattern proposed for the adjacent Project Area. Therefore, the standards of the B-C district, as amended above, shall apply to all property within the Redevelopment Area located to the north of Bank Street.

No changes are proposed for the R-3 or B districts.

4 Redevelopment Actions

PROPERTIES TO BE ACQUIRED

At this time, all privately owned lots within the Project Area are subject to acquisition by the Borough of Netcong as part of the redevelopment effort. No properties outside this area are currently targeted for acquisition.

OTHER ACTIONS

In addition to the acquisitions taken above, other actions may be undertaken to further the goals of the Redevelopment Plan. These may include, but shall not be limited to:

- Clearance of dilapidated, deteriorated, obsolete, or underutilized structures or uses where necessary
- Construction of new structures or other improvements
- Provisions for public infrastructure necessary to service and support new development, including new roads
- Environmental remediation
- Vacation of *railroad or* public utility easements as may be necessary for redevelopment

RELOCATION

Implementation of the Redevelopment Plan may require the displacement and relocation of residents and businesses located within the Project Area. At the time of property acquisition, the actual extent of displacement will be confirmed, and if it is necessary, a Workable Relocation Assistance Plan (WRAP) will be prepared and submitted to the New Jersey Department of Community Affairs for approval. The Borough will comply with the requirements of the New Jersey State relocation statutes and regulations as applicable, and will provide all benefits and assistance required under the statute.

LINKAGES

The Redevelopment Area Plan recognizes that redevelopment of the Project Area offers an opportunity to bolster and link the downtown area with a new residential neighborhood and an enhanced New Jersey Transit station. The Plan therefore takes a holistic approach to enlarging and enhancing the public realm, providing pedestrian linkages, and concentrating density adjacent to the rail station. The Plan therefore directly links with the Borough's past and current downtown revitalization efforts; and New Jersey Transit's plans to improve both ridership and land utilization at its rail stations.

5¹ Plan Consistency Review

RELATIONSHIP TO PLANS OF ADJACENT MUNICIPALITIES

Netcong shared borders with three municipalities: Roxbury Township to the East; Stanhope Borough to the North; and Mount Olive Township to the West. The Project Area does not directly adjoin any of these municipalities; however, the redevelopment area does border the Borough of Stanhope, and therefore the plan recommendations do have the potential to impact planning and zoning in Stanhope.

The Borough of Stanhope adopted its most recent full Master Plan in 1994, and adopted a Reexamination Report in 1999. The 1999 Land Use Plan Map shows that the areas adjoining the redevelopment area are designated I-industrial and HVR-historic village residential. The I district extends from Bank Street to where the Morris Canal widens to become Furnace Pond. The HRV district is found to the east along the north side of Furnace Pond. The former district is intended to permit a variety of industrial uses; the latter to promote and protect the existing character of Stanhope's historic residential area. The HVR district surrounds the Borough's VB-village business district, which is mapped over Stanhope's historic commercial center.

Current zoning implements the Land Use Plan Map as described above. The I district permits light manufacturing, assembly, laboratories, and warehousing and distribution. It further permits a wide variety of industrial uses compatible with the above, but subject to certain performance standards. The HVR district permits single-family dwellings, parks and playgrounds, and home occupations as a conditional use. The minimum lot size is 0.25 acres.

The Netcong Redevelopment Plan rezones the area adjoining these two districts to the B-C district, with modifications that would allow for mixed-use and zero-setback development. No conflicts with Stanhope's industrial designation are anticipated, as none of the uses proposed in the B-C district would have any impacts on the uses permitted in the I district. Further, no conflicts with the HRV district are anticipated. The HRV district already adjoins a downtown commercial district similar to the B-C; specifically, the VB district within Stanhope. Further, Furnace Pond provides a significant buffer between any development in Netcong and the HRV district. Finally, the HRV district is located within a feasible walking distance of Netcong's train station. By improving the quality of the pedestrian trip from Stanhope to Netcong, the Redevelopment Area Plan may provide additional benefits to residences within the HRV district.

RELATIONSHIP TO THE MORRIS COUNTY PLAN

FUTURE LAND USE ELEMENT

As demonstrated in the nearly 30-year old Morris County Plan's Future Land Use Element (1975), the Borough of Netcong has long been seen as the logical location for continued growth in Morris County. The Future Land Use Element states that Mount Olive Township, in which Netcong resides, has been experiencing dramatic growth. The Element proposes that the growth in the Township should be located in "one well-defined town center, where necessary future mu-

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municipal services and mass transportation may be efficiently and economically provided." The Element references Netcong's good rail and highway access and plentiful water and sewer capacity to justify an eventual "Netcong Center" of 30,000 to 40,000 people "at densities necessary to yield a fairly compact urban unit," and about 12,000 jobs. Today, the population and employment are roughly one-tenth of the projections from 1975, but the intention of using Netcong as the center for the township still remains valid.

TRANSPORTATION ELEMENT

The Morris County Plan's Transportation Element (1992) includes Goal V., to create, encourage, and coordinate innovative traffic mitigation strategies and programs, with Objective V.A. to ensure safe and convenient bicycle and pedestrian facilities. Another important goal which this Redevelopment Plan supports is VI.C, to integrate land use and transportation planning.

OPEN SPACE ELEMENT

The addition of the Greenway within the Plan Area will help the Borough provide more open space, linked to existing and proposed open spaces at Furnace Pond. This conforms to the general goals of the Morris County Plan's Open Space Element (1988). The Open Space Element also recommends that efforts to develop linear parks, open to pedestrians and non-motorized vehicles, should be continued. The Element recommends that "municipal-county-private sector cooperation, acquisition, easements, and state funding can be utilized over time to produce a viable trail system, even in very urbanized areas."

RELATIONSHIP TO STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The State Development and Redevelopment Plan (SDRP) is intended to help direct private investment into urban areas using public/private partnerships. The Netcong Station Area Redevelopment Plan is fully consistent with the goals and policies of the SDRP, and represents a model plan implementing the Smart Growth framework set forth therein.

The SDRP contains a set of Statewide Planning Goals, which derive from the State Planning Act. The relationship of the Redevelopment Area Plan to several of these goals is described below:

Goal 1: Revitalize the State's Cities and Towns

Netcong has already undertaken several actions aimed at revitalizing its downtown area, including new streetscape improvements. The Redevelopment Area Plan, by encouraging significant new private investment in the center of Netcong, and by increasing both the amount of commercial space in the downtown and the number of households available to support retail and commercial services.

Goal 2: Conserve the State's Natural Resources and Systems

The Redevelopment Area Plan provides a designated site for compact infill residential and retail development. This channels expected growth to a location that takes advantage of existing infra-

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structure, protecting undeveloped "Greenfield" areas from costly new development. The impact of growth on the state's natural resources and open spaces will be lessened.

Goal 3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey.

At a gross density of nearly 20 units per acre, the Redevelopment Area Plan allows for up to 250 households to be accommodated on land adjacent to a commuter rail station, and within walking distance of retail, commercial and civic uses. Efficient development patterns such as this are essential to accommodating the State's future population growth in a manner that avoids rapid consumption of the state's remaining open spaces, and allows for alternatives to automobile use. It therefore represents the essence of environmentally-friendly development.

Goal 4: Protect the Environment, Prevent and Clean Up Pollution

See Goal 2. Also, the proposed redevelopment will result in the reuse of former industrial properties.

Goal 6: Provide Adequate Housing at a Reasonable Cost

The Redevelopment Area Plan provides for a variety of housing types, including duplexes, townhouses, and multifamily buildings. The Redevelopment Area Plan further requires that any planned project within the Project Area be an inclusionary development satisfying the full obligation induced by the development under COAH's third-round growth share formula.

State Plan Policies for Suburban Planning Areas

The State Plan Policy Map is the centerpiece of the State Planning framework. It divides New Jersey into five planning areas ranging from PA-1 Urban to PA-5 Environmentally Sensitive. Netcong is located in the PA-2 Suburban Planning Area. In the SDRP, the intent of the Suburban Planning Area is to:

- Provide for much of the state's future development;
- Promote growth in centers and other compact forms;
- Protect the character of existing stable communities;
- Protect natural resources;
- Redesign areas of sprawl;
- Reverse the current trend toward further sprawl; and
- Revitalize cities and towns.

New development in PA-2 should not promote additional sprawl, and should focus on existing Centers before moving to greenfield sites. The Redevelopment Area Plan is clearly consistent with the intent and policy objectives of PA-2.

The State Plan also allows for the designation of Centers. Centers are the preferred vehicle for accommodating growth, and are targeted by the State for infrastructure investment. It is the intent of the State Plan to channel growth into the PA-1 and PA-2 areas, and into designated Centers in all Planning Areas. Netcong is a designated Town Center, which further reinforces the appropriateness of accommodating a significant amount of new growth in the Redevelopment Area.

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6¹ General Provisions

A. Easements

No building shall be constructed over a public easement in the redevelopment area without prior written approval of the Engineer of the Borough of Netcong.

B. Site Plan and Subdivision Review

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 (NJSA 40:55D-1 et seq.), shall be submitted by the applicants for review and approval by the Planning Board of the Borough of Netcong so that compliance with the 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 Netcong.

No construction or alteration to existing or proposed construction 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.

C. 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.

D. Non-Discrimination Provisions

No covenant, lease, conveyance or other instrument shall be affected or executed by the Council of the Borough of Netcong or by a developer or any of his successors or assignees, whereby land within the redevelopment area is restricted by the Council of the Borough of Netcong, or the developer, upon the basis of race, creed, color, or national origin 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. There shall be no restrictions of occupancy or use of any part of the redevelopment area on the basis of race, creed, color or national origin.

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E. Duration of the Plan

The provisions of this Plan specifying the redevelopment of the redevelopment area and the requirements and restrictions with respect thereto shall be in effect for a period of forty (40) years from the date of approval of this plan by the Borough Council of the Borough of Netcong.

F. Deviation Requests

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 developer of such property. The Central 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 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 the 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.

H. Utilities

Netcong has sufficient sewer capacity and water supply for the proposed development in the Project Area, and will be close to capacity when Phase II redevelopment of the Redevelopment Area is considered.

7. Affordable Housing

The Third Round Substantive Rules of the New Jersey Council on Affordable Housing (hereafter referred to as the "COAH Rules") provide for a growth share methodology for calculating each municipality's third round affordable housing obligation. It is the intention of this Redevelopment Area Plan that the entire affordable housing obligation generated by new development within the Project Area be accommodated as part of the development. Potential redevelopers are urged to refer to the full version of the COAH Rules when preparing their plans. The Borough of Netcong's specific requirements for affordable housing within the Project Area, which implement these rules, are specified as follows:

- The number of affordable units shall be calculated as per the Growth Share methodology set forth in N.J.A.C. 5:94-2.4 and the ratios presented in Appendix E of the COAH Rules. In terms of uses permitted within the Project Area, the redeveloper shall provide for one (1) affordable unit per every 8,333 square feet of office space; every 25,000 square feet of retail space; and every 8 units of new market-rate housing.
- Half of the affordable housing obligation shall be accommodated within the age-restricted portion of the development.
- At least one-quarter of the affordable housing portion of the development shall consist of rental units.
- The number of age-restricted rental units shall be at least half of the minimum required number of rental units.
- The number of non-age-restricted rental units shall be no more than half of the minimum required number of rental units.

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8. Other Provisions

In accordance with N.J.S.A. 40A:12A-1 et seq., known as The Local Redevelopment and Housing Law, the following statements are made:

- The Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities and other public improvements. The Plan has laid out various programs and strategies needed to be implemented in order to carry out the objectives of this Plan.
- The Redevelopment Plan lays out the proposed land uses and building requirements for the redevelopment area.
- In the event that residents in the redevelopment area must be displaced by the condemnation and/or acquisition of property by the Borough of Netcong, adequate provision for the temporary and permanent relocation of such residents, as necessary, shall be made in accordance with all applicable state and federal regulations. Should such displacement occur, it is anticipated that there are decent, safe and sanitary dwelling units affordable to affected residents within the local housing market, and that such replacement housing shall be offered to such residents along with relocation assistance as required by law.
- All privately-owned lots within the designated Project Area are subject to acquisition by the Borough of Netcong as part of the redevelopment effort.
- As indicated in Section II.A, this Redevelopment Plan is consistent with the Master Plan for the Borough of Netcong. The Plan also complies with the goals and objectives of the New Jersey State Development and Redevelopment Plan.
- This Redevelopment Plan shall supersede all provisions of the Zoning Ordinance of the Borough of Netcong regulating development in the area addressed by this Redevelopment Plan. No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment. The Planning Board alone shall have the authority to grant deviations from the requirements of this Plan, as provided herein. Final adoption of this Plan by the Borough Council of the Borough of Netcong shall be considered an amendment of the Borough Zoning Map.
- If any section, paragraph, division, subdivision, clause or provision of this Redevelopment Plan shall be adjudged by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this Redevelopment Plan shall be deemed valid and effective.

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10 References

Master Plan 1978, Borough of Netcong, Morris County, New Jersey. Morris Engineers, September 1978.

Center Designation Report, Borough of Netcong. Adrian Humbert Associates, January 1998.

Master Plan Reexamination Report, Borough of Netcong. Adrian Humbert Associates, March 1998.

Redevelopment Area Investigation for an Area bounded by Flanders Road, Furnace Pond, Bank Street, Main Street, and Route 46 in the Borough of Netcong, New Jersey. Phillips Preiss Shapiro Associates, March 2004

Netcong Station Area Transit-Friendly Design Study. Regional Plan Association, May 20, 2004.

Master Plan 1994, Borough of Stanhope. Scarlette Doyle, PP, September 1994.

Master Plan Reexamination Report, Borough of Stanhope. Stanhope Borough Planning Board, April 1999.

Borough of Stanhope Land Development Ordinance, as revised through November 2004.

Morris County Master Plan, Land Use Element, 1975.

State Development and Redevelopment Plan, New Jersey Department of Community Affairs, 2001.