

MASTER PLAN

**City of Summit
Union County, New Jersey**

November 2000

MASTER PLAN

City of Summit, Union County, New Jersey

**Adopted by the
City of Summit Planning Board
On
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The original of this report was signed and
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I. GOALS AND OBJECTIVES

The City of Summit Master Plan is a general guide for the physical, economic and social development of the City. The Master Plan was developed in accordance with the provisions of the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D) as amended through 2000 and is designed to guide development and redevelopment of lands within the City in a manner which will promote and protect the public health, safety, morals and general welfare of the present and future residents of the City of Summit.

The City of Summit Master Plan is based upon objectives, principles, assumptions, policies and standards which have been developed over a period of time by the Common Council, Planning Board, Zoning Board of Adjustment and other boards and agencies within the City. Master Plan proposals for the physical, economic and social development of Summit are based upon the following planning and development guidelines.

VISION OF THE CITY

The vision of the City of Summit in the 21st Century was developed through numerous public forums and discussions with various stakeholders. Establishing a vision of the City is the first step in determining the future direction of Summit and the steps necessary to successfully achieve the vision. Further, this vision should be coordinated with the vision and goals identified in the 2000 Strategic Plan of the City of Summit.

Summit is a small residential City that seeks to: maintain a high quality of life for all of its residents; manage an appropriate balance between and among residential, commercial, industrial, institutional, recreational uses and public open space; and provide carefully articulated land use regulations for the development and redevelopment of all of these vital community components.

- Preserve existing residential neighborhoods and offer a diversity of housing types.
- Maintain and upgrade the availability of community resources for residents through modern, efficient and strategically located facilities, including libraries, hospitals, recreation facilities, emergency services, schools, community centers, senior centers.

- Enhance connections within the City between and among residential neighborhoods, community resources, the Central Business District, and the region, through the use of public transit system, walking and alternative modes of transportation.
- Recognize and manage the City's position as a regional center – as transportation, employment, shopping and entertainment destination.
- Balance growth and development opportunities with the established pattern of development and existing infrastructure.
- Reinforce the Central Business District as a mixed-use core that is pedestrian oriented with a concentration of commercial, civic and institutional uses in close proximity to housing and mass transit.
- Reinforce the City as a desirable location for office, research and other employment uses within its existing pattern of development.
- Encourage a balanced development pattern, which will protect and enhance long term economic and social interests of present and future residents in order to maintain and improve the City's overall quality of life.

MASTER PLAN OBJECTIVES

Land Use

- To support the upgrading of substandard properties in the City through code enforcement efforts, education, ordinance amendments and other initiatives.
- To promote a desirable visual environment through creative and flexible development techniques with respect to environmental assets and constraints of the City.
- To continue Summit's tradition of providing for a variety of housing types designed to support and address the housing needs of a diverse population representing a variety of income groups.
- To encourage residential development in locations and at densities which are compatible with existing development patterns and which public roadways and utilities can service.

- To recognize the changing needs of Overlook Hospital and provide for the redevelopment of the Overlook neighborhood through collaboration with Atlantic Health System.
- To increase housing opportunities for senior citizens.
- To improve the quality of neighborhood business areas.
- To clearly define commercial and industrial areas with natural boundaries and effective buffers.
- To recognize the City's role as a regional center without impacting quality of life of its residents.
- To fully utilize the upper floor spaces in the CRBD, encouraging residential use where appropriate, to provide for much-needed housing and to prevent building deterioration while protecting retail trade.
- To recognize the private recreation, e.g. the Canoe Brook golf course, as a separate use district.

Economic Development

- To encourage and promote economic development and revitalization through new investment, maintenance and reinvestment in existing commercial and industrial activities within the City in areas suitable for such development.
- To ensure that transportation, business and economic development retain a healthy relationship with the residential character of the City.
- To maintain the City's employment base.
- To plan for continued economic viability by strengthening the tax base through the encouragement of continued private investment and tax-producing uses which are consistent with community needs, desires, existing development and environmental concerns.

Community Facilities

- To provide community services which address the changing demographic characteristics of the population (e.g. schools, day care facilities, recreation facilities, senior centers).
- To provide an effective array of recreational and cultural programs and opportunities for all segments of the community.

- To coordinate the construction of improvements with the City's Capital Improvement Program so that community facilities are available when needed.
- To encourage the placement of public art in strategic locations throughout the City.
- To efficiently use school facilities where possible, both as schools and recreational resources.
- To integrate the goals and objectives of the City's recently adopted Strategic Plan, wherever appropriate, with the goals and objectives of Master Plan 2000.

Circulation

- To encourage the location and design of transportation and circulation routes which will promote the free flow of traffic in appropriate locations while seeking ways to address congestion and unsafe roadway conditions.
- To channel through traffic to major streets and discourage it in residential neighborhoods.
- To provide for adequate parking and adequate loading and unloading facilities.
- To improve and expand pedestrian and bicycle connections.
- To relieve traffic congestion in the CRBD.
- To encourage the use of mass transit.
- To implement streetscape, parking and traffic improvements proposed by the SID.

Conservation

- To protect natural and environmental resources including floodplains, wetlands, steep slopes, and aquifer recharge areas and areas suitable for public and quasi-public recreational activities.
- To identify and preserve environmentally sensitive areas in the City.
- To encourage the use of conservation easements on environmentally sensitive lands in private ownership to protect future disturbance.
- To conserve treed rights-of-way and institute a tree planting program.

Parks and Open Space

- To identify as open space/recreation certain public and private lands that serve as open space, buffers, streetscape or vistas; and/or are in a strategic location as it relates to existing parks and recreation.
- To preserve and enhance park and recreation facilities, where appropriate, within the City to meet the needs and demands of present and future residents.
- To explore the creation of a linear park along the Passaic River.
- To create physical links, where feasible, between City parks and the County park system.

Utilities

- To encourage the efficient management and regulation of storm water through the implementation of appropriate guidelines which will prevent future drainage problems and provide for environmentally sound land use planning.
- To rehabilitate and upgrade the sewer system that serves the City in accordance with Federal, State and local law.

Historic

- To recognize and preserve the historic character of the City.
- To explore incentives to encourage the maintenance and facade restoration of historically notable buildings.
- To encourage the preservation of historic buildings and landmarks that are significant to Summit's past.

2000 STRATEGIC PLAN OF THE CITY OF SUMMIT

The City completed a major revision and updating of its 1989 Strategic Plan in the spring of 2000. The plan needs to be carefully integrated with this Master Plan.

The Strategic Plan is about vision for a changing future and a systematic process to manage that change. Unlike the Master Plan, the Strategic Plan focuses on all major policy issues and on the management of

specific programs that can be carried out primarily by the City. The following goals are a summary of the key goals identified in the Strategic Plan.

Finance, Administration & Governmental Relations

- To deliver city services courteously, efficiently and in a user-friendly manner.
- To develop equitable and sound fiscal and administrative policies and programs.
- To anticipate, recognize and respond to changing needs, opportunities and challenges within the community.

Energy, Environment and Infrastructure

- To plan and carry out a program of maintenance, renewal and replacement of the city's infrastructure that is timely, reasonably priced, and effective.
- To preserve, maintain, and enhance the city's open space and parklands, and provide recreational programs and opportunities for all segments of the community.
- To ensure that energy and environmental programs of the city are developed on a sound and timely basis, and that such programs of other public and private entities affecting the city are appropriately monitored.

Community, Transportation and Economic Development

- To ensure that transportation, business and economic development retain a healthy relationship with the residential character of the city and that residents, businesses and others in the community have the opportunity to participate in planning for the city's future.

Human Development

- To strengthen relationships among the community's varied ethnic, social and economic groups.
- To provide the entire community with opportunities for cultural and lifelong learning programs of the highest quality.
- To ensure that quality public health and social services and programs are provided to all members of the community.

Communications & Technology

- To ensure that a communication network which enhances our sense of community is objective, balanced and widely available to all elements of the Summit Community.

Public Safety

- To enhance the safety of the community through comprehensive, timely, effective and just programs that address significant needs and problems.

ASSUMPTIONS

1. There will be no catastrophic man-made or natural disasters which will greatly affect the existing natural and/or cultural development of the City or the City's ability to implement the Master Plan.
2. The City of Summit will be able to guide its growth in accordance with the Municipal Land Use Law and will have meaningful input into any proposed County, regional, State and/or Federal development plans, which affect the City or its immediate environs.
3. The future growth during the next ten (10) year period will not exceed the capacity of the City to provide essential community facilities, utilities and/or services.
4. The City will continue to function as a regional center.

POLICIES

The City of Summit Master Plan is based upon policies that have been developed by the Common Council, Planning Board and other land development review agencies.

1. The Master Plan and the City's overall planning policies will provide for a variety of residential and non-residential uses which will encourage continuation and enhancement of Summit as a quality small residential city.
2. Land developments should be designed to protect and enhance the quality and diversity of the City and to protect neighborhoods from the intrusion of inappropriate or incompatible uses.
3. The City will consider and evaluate innovative development and zoning proposals which would enhance and protect the City's diverse character, economic vitality and overall high quality of life.
4. The City will emphasize a balancing of concerns in establishing land use and zoning policies throughout Summit seeking to ensure economic stability, retention of employment opportunities and neighborhood preservation.

5. The City will encourage and provide for review of development proposals of uses which promote social, welfare, cultural, recreational, service and religious activities within Summit to serve present and future residents of the Summit area.
6. The City will continue its program of regularly updating and reexamining the Master Plan and as needs and issues dictate and as new data becomes Development Regulations Ordinance available, as land development patterns and trends change, and as community goals and objectives evolve.
7. The City will implement the technology plan to provide for enduring institutional memory essential for enhanced code enforcement and the precedents for future land use decisions. The technology plan should include a Geographic Information System (GIS) that includes base mapping for land use and zoning.

STANDARDS

The Master Plan provides standards for development, including type, density and location of development and delineation of areas which are generally not developable. The Master Plan also provides recommended standards for roadways and other facilities. The City Development Regulations Ordinance, including zoning, site plan, and land subdivision and design regulations provides specific standards for the design, construction and development of individual land uses and development sites within the City. In addition, City regulations pertaining to utilities, fire prevention, flood plains, wetlands, soil erosion, street trees and other development factors have been adopted and are applied by the Planning Board, Zoning Board of Adjustment, as well as various municipal agencies and commissions, Union County, the State of New Jersey and various federal as well as regional agencies.

II. LAND USE PLAN ELEMENT

OVERALL POLICY STATEMENT

Of all of the Elements of the Master Plan, the Land Use Element is the broadest in scope and the most critical. The Land Use Element represents, in many ways, the backbone of the Plan. It provides the primary basis for the Development Ordinance and Zoning Regulations ultimately established to implement City land use policies. In the case of the City of Summit, the Land Use Plan is not so much intended to create or establish a land use pattern; it is, in effect, designed to ensure maintenance and stability of the City's present patterns, while also identifying and addressing ongoing changes. Maintaining community stability and diversity are critical elements in keeping the quality of life in Summit at a high level. While the Land Use Plan Element establishes overall policy guidelines for the City's development pattern, it can also be used to address issues on a much more localized level. Issues and concerns affecting neighborhoods, blocks, streets, intersections and even individual tracts of land can be addressed as well. This ability to be as broad or specific as needs dictate is the cornerstone of the Land Use Plan's significance to overall community development.

INTRODUCTION

Although relatively small in area (6 square miles), the City of Summit is an extremely diverse and in many ways complex community located in the northwestern portion of Union County. The City of Summit is served by Interstate 78 and State Highway 24. Summit is essentially a fully developed community with a land use pattern consisting of a vibrant and active Central Retail Business District (CRBD) surrounded by a densely populated residential area consisting of high density and medium density multi-family housing and small lot single-family housing. More outlying areas of the City, particularly east and west of the CRBD, contain medium and lower density single-family neighborhoods. The vast majority of the City of Summit is located within the Metropolitan Planning Area (PA-1) of the State Development and Redevelopment Plan. The Canoe Brook Golf Club and the northwest portions of the City are designated an Environmental Sensitive Planning Area (PA-5). The Watchung Reservation, Hidden Valley Park and Briant Park are designated as Parks and Open Space. The Reed-Reeves Arboretum and the Passaic River area are identified as Critical Environmental Historic Sites (CEHS).

The City's broad mix of land uses combined with its size and its strategic location play a significant role in the land use, zoning and quality of life issues that arise. A key element of this Master Plan update process was a questionnaire conducted via a community wide newsletter. The results of that questionnaire clearly showed that the issues important to City residents were largely related to traffic conditions, traffic safety, encroachment of incompatible land uses and generally the impacts experienced by residents as a result of ongoing non-residential activities within the community and in fact, the region.

These include overall employment and job growth, growth of the CRBD, the growth of religious and other quasi-public institutions, schools and school facility needs, school vehicular and pedestrian traffic issues, overall pedestrian safety and the need for additional recreational facilities.

All of these issues are symptomatic of a community needing to grow due to natural, social and economic evolution, but with virtually nowhere to go for the space needed. A primary focus of this Land Use Plan Element and the Master Plan overall will be to address these issues, identified by the residents of Summit, as important to their quality of life.

PLANNING BASIS

The Municipal Land Use Law requires only two of the many elements of a Master Plan. One of those is the Land Use Plan Element. The Municipal Land Use Law defines the contents of the Land Use Plan Element as follows:

- a. Taking into account and stating its relationship to a statement of objectives, principles, assumptions, policies and standards under which the constituent proposals for the physical, economic and social development of the municipality are based; taking into account the other Master Plan Elements; and taking into account natural conditions, including but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands; and
- b. Showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance; and
- c. Showing the existing and proposed location of any airports and the boundaries of any airport safety zones delineated pursuant to the "Air Safety and Zoning Act of 1983"; and
- d. Including a statement of the standards of population density and development intensity recommended for the municipality.

The Municipal Land Use Law, in Section 40:55D-62, goes on to require that any "Municipal Zoning Ordinance or Amendment thereto shall either be substantially consistent with the Land Use Plan Element and the Housing Plan Element of the Master Plan or designed to effectuate such plan elements"

A vital component of the Land Use Plan Element is its relationship to the other elements of the Master Plan. Proposals contained in the Land Use Element such as residential development and commercial growth and development will impact other decisions and policies such as need for recreational facilities, school needs and roadway improvements. It should be the goal of any Land Use Plan Element to strike the appropriate balance between these various issues and their relative community impacts. In a small residential city such as Summit, with really nowhere to grow, this balance is even more critical.

IDENTIFIED LAND USE ISSUES

As referenced earlier, the City conducted a survey of residents to determine what issues were of significance to the community. In addition, two public forums were conducted whereby the public was invited to address the Master Plan task force and City officials with their thoughts, comments and concerns. Certain key issues emerged from this public outreach process. These include:

Traffic

The most commonly voiced concern throughout the community is traffic. Specific concerns relative to traffic volume, traffic safety, vehicular pedestrian conflicts, traffic signalization and speed were identified.

Residential/Non-Residential Land Use Conflicts

It is almost inevitable that in a diverse but compact community such as Summit, such conflicts are going to occur between residential and non-residential land uses. As business owners and commercial property owners work to seek economic growth and expansion, their needs will naturally conflict with residents, particularly along the fringes of the business zones. At the same time, residents oftentimes view such activities as having a direct and negative impact on their property values and their overall quality of life.

Parking

Parking, particularly within and around the CRBD, continues to be a significant issue. Safe and adequate parking is vital to the continued revitalization of the CRBD. Metered street parking is available throughout much of the CRBD and some businesses do have on site parking facilities. Attendant parking lots are found along DeForest Avenue, stretching from Summit Avenue to Woodland Avenue. Parking is also provided in the parking structure located on Springfield Avenue within the CRBD. A new metered parking structure was recently constructed on Broad Street, intended to primarily serve the needs of commuters and downtown employees.

Overlook Hospital Neighborhood

Overlook Hospital and the surrounding neighborhood is a sensitive neighborhood that is increasingly affected by the hospital presence. There must be a reasonable balance between the level of the

utilization of the hospital and its impact on the surrounding neighborhood. Careful consideration must be given to the rezoning of the neighborhood with the objective of meeting the hospital's changing needs and the City's identified need for the provision of middle-income housing.

Diverse Housing Stock

Summit should continue its commitment to providing a diverse housing stock, supportive of the needs of all socio-economic and age groups. The City, through various housing entities, has historically provided affordable housing. The Summit Housing Authority developed two low-income housing projects in the 1970's and a 125 unit Senior Citizen Housing project in 1986. Further, two non-profit organizations operate group homes which provide affordable housing. The City proposes to provide for the rehabilitation of substandard units to be administered by the Summit Housing Authority. It should be noted that the City adopted a Housing Element/Fair Share Plan in June of this year.

Central Retail Business District

Maintaining the high quality and vitality of the Central Retail Business District was identified as a key issue. The value of the CRBD to the City overall should be recognized. Parking needs and aesthetic issues must be addressed and provided in a balanced fashion.

Major Employers

Summit is home to several large employers including Overlook Hospital, Schering-Plough (formerly Novartis), Bouras Industries (formerly the Kemper building), Summit Medical Group, Summit Hospital (formerly Charter Behavioral Health), Celanese, Aircast and Mikropul. The City's development regulations affecting these facilities must be carefully crafted to adequately address changes in occupancy and use. In addition, the City must consider the long-term utility of these facilities, balancing the important tax benefits they provide with the impacts caused particularly on the adjacent neighborhoods.

Education Facilities

Educational institutions tend to be located in or very near residential zones. After decades of steady growth in the 1960's and 1970's, public school enrollments dropped off during the 1980's. Beginning in 1991, however, a steady increase began to slowly occur and has continued to the present. Since 1994, there has been a 41 percent increase in public school enrollment. Elementary schools, in particular, have shown the greatest growth. This increase has resulted in space and facility constraints.

Quasi-public Institutions

Quasi-public institutions including churches, temples and non-profit organizations also tend to be located within residential districts. Virtually every religious institution in Summit is planning some type of renovation and/or expansion, reflecting the positive economic climate at this point in time. Continued

growth of these institutions has begun to place a strain on neighborhoods due to traffic congestion, parking needs and other impacts.

Neighborhood Businesses and Surrounding Areas

These residential/commercial areas of Summit raise, in many ways, the most difficult land use issues. These smaller outlying commercial areas are typically located in primarily residential areas. Four primary mixed-use neighborhoods have been identified. These include:

- The neighborhood in West Summit along Springfield Avenue near the border of New Providence.
- The area along Morris Avenue from Washington School to Aircast on River Road.
- The Overlook Hospital neighborhood including the southern end of Summit Avenue, Walnut Street, Beauvoir Place, Industrial Place and Broad Street from Village Green Park and Ashwood Avenue.
- East Summit including Park Avenue, Morris Avenue and Broad Street from Ashwood and Park Avenue to Route 78.

East Summit Pedestrian Access

A general consensus exists that east Summit is somewhat physically isolated from the remainder of the City. A key contributor to this isolation is the railroad overpass on Springfield Avenue, which represents a physical barrier. Pedestrian connection is severely hindered by the overpass that has a very narrow roadway span.

EXISTING LAND USE

The Existing Land Use Map illustrates the existing land use pattern in the City. The Existing Land Use Map that was prepared is part of the 1994 Master Plan and has been updated to incorporate development that has occurred since 1994. According to the 1994 Master Plan, land uses were identified based on exterior windshield inspection of each building or parcel.

The largest proportion of Summit's land use is comprised of single-family residential development. Single-family dwellings account for approximately 83 percent of the total number of buildings in the City. A wide range of housing exists in the single-family dwelling category with relatively small lot single-family homes found in the eastern portion of Summit as well as both sides of Morris Avenue in the vicinity of Washington School. Moderate sized residential lots between 10,000 square feet and 15,000 square feet are scattered throughout the City. Large estate size lots over 25,000 square feet in size are located along the ridgeline at the Second Watchung Mountain and extend over large areas to the east and north of the Central Business District.

Two-family dwellings represent the second largest existing land use category in Summit. Two-family dwellings are principally located in the eastern part of Summit, in the vicinity of Overlook Hospital, adjacent to the Central Business District, and along Morris Avenue.

Multi-family dwellings are located in various locations throughout Summit. These areas include the western part of Springfield Avenue near the New Providence border, along New England Avenue, near Kent Place School and adjacent to the Central Business District. Mid-rise multi-family dwellings are located around the perimeter of the Central Business District. The mid-rise residential categories are buildings in multi-family use that are four stories or more.

Mixed commercial and residential uses are generally located in the eastern part of the City and in the Washington School area along Morris Avenue. There is also a major concentration of these mixed uses in the Central Business District. As expected, the major commercial land uses are concentrated in the Central Retail Business District. Commercial areas extend from the Central Business District to DeForest Avenue, Summit Avenue, Broad Street and Morris Avenue. There are also pockets of neighborhood business areas scattered throughout the City. These areas include the intersection of Orchard Street and Park Avenue, Broad Street and Park Avenue, Springfield Avenue and Passaic Avenue, Morris Avenue, Ashwood Avenue near the Roosevelt Commons (a multi-family complex), River Road near the intersection of Chatham Road and east of Route 24 near the Millburn Township border.

Industrial and research office uses are concentrated along Passaic Avenue, River Road, Morris Avenue and the Chatham Road area in the northern part of the City. Additionally, the existing Celanese facility in the southern part of the City off of Morris Avenue is in this land use category.

Public and quasi-public uses including government buildings, houses of worship, public and private schools, clubs, cemeteries, hospitals and other institutional type uses are, as expected, scattered throughout the City.

LAND USE PLAN

The Land Use Plan Map details the basic elements of the Master Plan recommendations with respect to land use. Specifically, the Land Use Plan and Map together indicate the location, extent and intensity of development of land to be used for residential, commercial, industrial, public and other land uses. It is intended to serve as a general guide to the community for developing more detailed land use proposals and regulations. It should be noted that the actual regulation of land use districts as shown on the Land Use Plan Map must be implemented through revisions to the City Development Regulations Ordinance.

Residential

There are five single-family residential land use categories on the Land Use Plan Map. In addition, there is a two-family district, two multi-family zones and an affordable housing zone. They are as follows:

R-43 Low Density Single-Family Residential

This land use classification, that is comparable to the existing R-43 zone, permits single-family detached homes on a minimum lot of 43,000 square feet. This is the lowest density single-family zone in the City. There are three areas in the City that are classified in this land use designation. The area in the southwest corner of the City along Glenside Avenue and Interstate 78 is designated in this land use category. This area includes County land, the New Jersey-American Water Company parcel that is used as a well field and has a significant amount of wetlands, and the parcel known as the Landmark Site. The area in the northwest corner of the City, adjacent to the Township of Chatham, is also identified in this category. The majority of the area is owned by the County and is part of the Passaic River Park. Finally, the area along Hobart Avenue and Beacon Road includes the Reeves-Reed Arboretum and single-family homes on lots in excess of 43,000 square feet.

It is recommended that this land use designation be expanded to include those lots along Hobart Avenue to Whittredge Road and along Ridge Road between Hobart Avenue and Fernwood Road. The R-43 designation for this expanded area would reflect the existing pattern of development. It is also recommended that the Canoe Brook Golf Course be deleted from this land use category and placed in a separate golf land use designation.

R-25 Low Density Single-Family Residential

This land use district is located in the eastern section of the City from the Canoe Brook Country Club south to the railroad right-of-way and the Township of Millburn border. This designation reflects the existing pattern of development in this area of single-family dwellings on lots containing a minimum of 25,000 square feet.

There are several proposed minor adjustments to the R-25 District in order to reflect existing conditions. The lot at the corner of Dogwood and Hobart Road is recommended to be changed from the R-43 zone to the R-25 zone. In addition, the lots at the corner of Bellevue Avenue and Summit Avenue are recommended to be changed from the R-43 District to the R-25 zone.

R-15 Moderate Density Single-Family Residential

There are a number of areas in the City that are designated in this land use category. The largest area is in the western part of the City near the Berkley Heights and New Providence borders. Other areas include the neighborhood north of the railroad right-of-way along West End Avenue and Kent Place

Boulevard, the property owned by Kent Place School along Norwood Avenue, the neighborhood south of Fernwood Road bordering Millburn Township and the neighborhood in the eastern section of the City bordering Millburn Township near Essex Road. These areas are predominantly single-family residential neighborhoods with a minimum lot area of 15,000 square feet.

There are two changes proposed within this land use designation. Pine Grove Avenue and Ashland Road towards Garden Road is proposed to be redesignated from R-15 to the R-6 category to reflect the existing pattern of development. In addition, Blackburn Place between Blackburn Road and Pine Grove Avenue and the adjacent block to the west of Pine Grove Avenue between Blackburn Road and Blackburn Place, including four lots to the west of Blackburn Place, is proposed to be rezoned from R-15 to R-10 to more accurately reflect the existing neighborhood pattern.

R-10 Moderate Density Single-Family Residential

As noted on the Land Use Plan Map, this district is scattered throughout the City and is intended to recognize the existing development pattern in the designated areas. This district contains single-family homes on moderate sized 10,000 square foot lots. Neighborhoods designated in this land use category include the south side of the City bordering Springfield Township, the area east of Pine Grove Avenue and Blackburn Place, the area west of the CRBD north and south of Springfield Avenue, the area north of the CRBD including Canoe Brook Parkway and Butler Parkway and the area in the northwest section of the City including New Providence Avenue.

There are five changes recommended for this district; the above referenced rezoning of Blackburn Place between Blackburn Road and Pine Grove Avenue and the adjacent block to the west of Pine Grove Avenue between Blackburn Road and Blackburn Place from R-15 to R10; the rezoning of the three lots east of the church on Glenside Avenue from R-43 to R-10; the rezoning of Hillside Avenue from MFT to R-10; the rezoning from R-6 to R-10 of four properties on the east side of Woodland, north of the newly designated ORC zone; and the rezoning of that portion of the Summit Hospital site to R-10 that is currently zoned B - Business. The Hillside Avenue and Charter change will help stabilize and strengthen the existing residential neighborhoods.

R-6 Higher Density Single-Family Residential

This land use category recognizes the existing small lot single-family pattern of development in various neighborhoods throughout the City and permits single-family detached homes on minimum lot sizes of 6,000 square feet. There are seven areas in the City that are designated in this category. Three areas are located in the southern area of the City and one area is in the southeast corner north of Springfield Avenue. There is also a large area bounded on the side by Mountain Avenue and a small area north of

the CRBD. Finally, there are three areas in the northern areas of the City near Novartis and River Road that are located in this land use district.

There are several proposed changes recommended to this district. It is recommended that the area along Mountain Avenue between Elm Street and William Street be changed from the R-6 designation to R-5 to reflect existing conditions and actual lot areas and widths. As previously noted, the area along Pine Grove Avenue and Ashland Road towards Garden Road is recommended to be rezoned from R-15 to R-6. The R-6 zone line should be moved to the rear of the five properties at the end of Orchard Street. All of these recommended changes are proposed to reflect existing conditions.

R-5 Single-Family and Two-Family Residential

This district permits both single-family detached and two-family housing with minimum lot sizes per unit at 5,000 square feet. The largest R-5 District is located in the southeastern portion of the City along Morris Avenue and Broad Street adjacent to Overlook Hospital. There are several other small pockets of R-5 areas north of the railroad right-of-way in the vicinity of Morris Avenue. As previously noted, the area near Mountain Avenue and Elm Street is recommended to be rezoned from R-6 to R-5 to reflect the existing conditions in the area. The southwest corner of Irving Place and Springfield Avenue and the southwest corner of Morris Avenue and Ashwood Avenue are proposed for rezoning to R-5. These areas are currently in the Business District Zone.

MF Multi-Family Residential

This land use category permits townhouses and apartments and reflects the existing development pattern. The maximum density permitted for these housing types are 8 units per acre for townhouses and 12 units per acre for apartments. Single-family and two-family homes are permitted in the zone as well as professional office buildings both in new buildings and in converted residences. There are several areas adjacent to the Business District Zone along DeForest Avenue and on the easterly side of Summit Avenue that are proposed for reclassification from multi-family tower to the multi-family district. This reclassification is intended to reflect the existing pattern of development and limit the opportunity for redevelopment of high-density multi-story residential housing. There are several other areas that are designated in this land use category.

MFT Multi-Family Tower and Residential

This district accommodates uses permitted in the multi-family zone and four-story residential apartments as conditional uses. The Multi-Family Tower and Residential district borders the Business zone and is located in the vicinity of Summit Avenue, Euclid Avenue, Parmley Place, Norwood Avenue and Woodland Avenue. As previously discussed, it is recommended that this district be essentially limited to residential developments that are four stories in height.

Single-Family Affordable Housing

This land use category recognizes the existing single-family development on O'Shea Lane that was the subject of a settlement agreement. In lieu of on-site construction of affordable housing, a contribution into the Housing Trust Fund was required which is intended to be used for the rehabilitation of substandard affordable housing units.

Commercial

There are four commercial land use categories on the Land Use Plan Map. They are as follows:

CRBD Central Retail Business District

This land use category includes the traditional core Central Business District that is centered around Springfield Avenue and the train station on Union Place. It is intended to serve as a pedestrian-oriented core-shopping district with retail facilities to be primarily related to existing street frontage. It is recommended that a targeted Master Plan be prepared for the CRBD and surrounding area that would serve as a strategic plan for implementation. More detailed discussion of the recommended changes to this district is included in the Land Use Study Areas section.

B Business

This district accommodates a mix of general business uses, including offices and automotive sales. The Business district is primarily located adjacent to the Central Retail Business District along Broad Street and DeForest Avenue. In addition, there are several business districts along Morris Avenue and at the intersection of Route 24 and Broad Street. There are significant revisions that are recommended to this district. These are discussed in the Land Use Study Areas section.

NB Neighborhood Business

This is a new land use category which includes five commercial areas whose primary function is to serve surrounding and nearby residential neighborhoods. This district is intended to be more pedestrian-oriented than the business district and relies more heavily on on-street parking. This district includes areas along Morris Avenue, the eastern portion of Springfield Avenue and Broad Street, Ashwood Avenue and Orchard Street, Park Place and the western portion of Springfield Avenue near the New Providence border.

ORC Office Residential Character

This is a new land use district that would permit mixed office and residential uses while seeking to maintain the existing residential character and scale in the DeForest Avenue area. The district includes the north side of DeForest Avenue between Norwood Avenue and the western property line of CVS, the east side of Woodland Avenue from DeForest Avenue to the office property on the northwest corner of

Hawthorne Place and the west side of Woodland Avenue from DeForest Avenue to the corner of Crescent Avenue.

Industrial

There are three industrial land use classifications on the Land Use Plan Map. They are as follows:

LI Light Industrial

This district permits a mix of uses, including research, office, manufacturing of small packaged items and warehousing. There is one area along River and Chatham Roads that is designated Light Industrial. It is recommended that the Light Industrial designation be deleted for a portion of the Novartis site previously zoned Light Industrial. In addition, it is recommended that the Light Industrial district permit landscapers, construction yards and body shops and other auto-related services.

PROD Planned Research Office Development

This is a new land use category that includes the entire Novartis/Schering facility, on the west side of Morris Avenue, as well as the Celanese site. This category replaces the RO-15 zone and includes the portion of Novartis/Schering that was located in the Light Industrial district. This district is discussed in more detail in the Land Use Study Areas section.

Research Office

This district is located in the southeastern part of the City near the intersection of Broad Street and Route 24 and the northeastern section of the City at the Route 24 and River Road intersection. No changes are proposed for this land use category.

Professional and Institutional

This district primarily includes Overlook Hospital and its related facilities. It continues to be the objective of the City to limit the expansion of the hospital so as not to create adverse impacts on the nearby residential areas. It is recommended that the boundaries of the district be maintained. A more detailed discussion of this district and the surrounding neighborhood is included in the following Land Use Study Areas section.

Public Lands

This land use classification includes the train station, the Village green along Broad Street and the playground along Summit Avenue. Consideration should be given to vacating the northern end of Elm Street to Broad Street and reconfiguring the intersection at Elm Street and Broad Street in order to create a more viable Village Green.

Hotel

This is a new land use category that includes the existing Grand Summit Hotel, the associated parking area and the three lots fronting on Tulip Street. This new district recognizes that the hotel has existed since the late 1800's, that it is an asset to the City and that economic revitalization of the facility should be permitted. This must be balanced with its proximity to the adjacent residential neighborhood. It is also the intent to protect the adjacent residential neighborhood through enhanced and creative buffering and streetscape improvements. It is recommended that regulations include underground parking.

Golf

The 124-acre portion of Canoe Brook Golf Club that is located in the City is proposed to be designated as Golf, a new land use category. This designation recognizes historically the golf course use and seeks to preserve it. The course is currently R-43 Single-Family with clubs as a conditional use. The remaining portion of the Canoe Brook Club is located in Millburn Township and is in a conservation zone. The proposed zone would permit golf clubs as a principal permitted use. Appropriate buffers should be included for principal and accessory structures.

LAND USE STUDY AREAS

The following section details key land use recommendations as reflected on the Land Use Plan Map.

Central Retail Business District (CRBD) and Surrounding Area

The CRBD evolved from a 19th century town center, radiating from the train station at its hub. For 140 years, the train provided access to broad opportunities for employment, and has attracted visitors, employees and new residents to the City. In its early years, the vitality of the retail center reflected local wealth in the outlying residential areas, combined with the number of residents living above the storefronts or within walking distance of the downtown. The 1960's and 1970's saw the conversion of many of the downtown apartments to commercial office space. Today, office employees are a vital component to the success and diversity of the retail shops, restaurants and personal services.

The CRBD's streetscape is eclectic, with a variety of distinct architectural styles standing side by side, reflecting the history of the City. In general, downtown buildings share a storefront scale, which is interesting and inviting to pedestrians. Most commercial buildings have 19th century or early 20th century origins. The CRBD has a long history of successful local businesses and continues to enjoy the unique features of a predominance of locally owned retail shops, local professional firms and local commercial property owners. Independent, owner-run retail shops create a climate of personal service and adapt quickly to the tastes and circumstances of Summit shoppers. Local shops enjoy great customer loyalty as a consequence. Local stewardship has been a key factor in the continued vitality of the CRBD, through good and difficult economic times.

The vitality and compact size of the CRBD, and the fact that Summit is a regional transportation hub, combine with the 19th century blueprint of the City to make parking a dilemma. Creative thinking, compromise and good will must be continually employed to maximize the efficient allocation of existing parking spaces and to incorporate expanded parking in appropriate ways.

Business Zone Bordering The CRBD

This area borders the CRBD, primarily to the east, west, and north, and is distinguished by the fact that this zone is subject to parking requirements whereas the neighboring CRBD has no such parking requirements. This area is affected by the CRBD, and vice versa, which distinguishes this area from other B zones.

Historically, many of the structures located in the B zone were originally built as automobile showrooms, reflecting residents increasing use of the car. Currently, this area continues to have several showrooms, auto supply stores and service stations. However, the increased size of automobiles today and the greater number of car models available have put pressure on the continued success of these businesses in this zone. Moreover, several of the original showroom sites have turned to other retail and office uses.

This zone also includes the Kemper Building that is now occupied by Bouras Industries. The Kemper Building, which replaced the Beechwood Hotel in the 1950's, has 100,000 square feet of office space and 300 on-site parking spaces, well below the number of spaces that the current zoning would require for a structure of this size.

Office Residential Character

This proposed zone includes several Victorian and early 20th century homes along DeForest Avenue that have been converted to commercial and multi-family use. The residential scale of these buildings acts as a visual buffer between the more obviously commercial buildings of the CRBD and the B zone and the neighboring residential zones just to the north of CRBD and B zones. These structures are vulnerable to the economic impact of the cost of upgrade to current standards of fire and life safety, ADA compliance, and modern functionality, while at the same time preserving the historic aesthetics of the buildings and, consequently, of the streetscape. Flexible standards should be developed to enable these buildings to be converted to other uses. As long as the existing architectural space and exterior appearance is retained, the buildings can continue to serve as a buffer between more typical commercial uses and residential areas.

CRBD and Surrounding Area Objectives

Through traffic on Springfield Avenue should continue to be discouraged. Traffic desiring to pass through Summit can be accommodated on Broad Street or Morris Avenue rather than Springfield Avenue.

- As a consequence of the upgrading of commuter rail service in the City, certain improvements have been made and others are underway. Commuter parking has been expanded by the construction of a tiered facility at the Broad Street lot, and drop off areas and traffic flow during peak periods are addressed in the Downtown Improvements Plan currently under construction. These improvements should be continually reviewed during the life of this Master Plan for appropriateness and functionality.
- Summit is a highly desirable location for office use, and the vitality of the business community supports the vitality of the retail streetscape, as business owners and their employees patronize CRBD shops and restaurants during the business day. Summit residents enjoy a great variety and number of retail establishments in the downtown as a consequence. It is important to maintain the balance between office and retail uses in the CRBD. Intrusion of office uses into first floor locations will insert gaps in the shopping frontage and possibly reduce the continuity of the retail shopping area. Effective zoning measures have been incorporated in the ordinances of the City and should be continued and frequently reevaluated to preclude a long-range conversion of the CRBD into a district dominated by office uses. Further, ordinances affecting the maintenance and repair of our downtown should be reviewed to ensure that such efforts are facilitated.
- The B and ORC areas serve as the gateway between neighboring residential areas and the CRBD. It is important to be concerned with the appearance of these areas, as they are the buffer between the commercial vitality of the downtown and the domesticity of residential neighborhoods. Tree planting, architectural scale, parking management and tight control of traffic flow are essential to managing an appropriate balance in this area.
- In order for offices, for which there is great demand, to be kept above the ground floor, there should be an incentive to build offices above single story buildings. This is difficult to accomplish under the present height and floor area ratio (FAR) restrictions, especially when the requirements for new construction require the allocation of a significant proportion of new construction for improvements that enhance fire and life safety conditions and/or Americans with Disabilities Act (ADA) compliance.
- Incentives should be created in order to stimulate reinvestment and associated revitalization of the CRBD. Removal of the FAR restriction in the CRBD is recommended as a reinvestment incentive. Furthermore, it is recognized that there is a critical link between development and the need for associated parking. It is already documented that there is currently insufficient parking to

accommodate existing parking needs in the CRBD. Therefore, parking needs should be addressed with or without the elimination of a FAR standard.

FAR would be replaced by bulk, design and height standards (in no case shall the building exceed 3 stories). Relief from the FAR would encourage reinvestment in downtown properties, including:

- The creation of residential units above storefronts.
 - Provide incentives to meet ADA standards.
 - Upgrade fire and life safety conditions.
 - Preserve architectural elements of facades of existing buildings.
 - Renovate and/or enhance other buildings.
 - Add increased space needed to make reinvestment possible.
-
- A thorough analysis of the parking demand in the CRBD should be undertaken, including the need for additional structured parking, potential locations for such parking, and appropriate meter times to encourage shopper use of retail shops. If additional structured parking is needed, consideration should be given to providing such parking through the creation of facilities to be borne through public/private partnerships and/or the creation of a parking trust fund. Continuing attention should be given to the impact of the New Jersey Transit improvements on ridership and parking supply.
 - Should study indicate that additional parking is needed, then creation of additional decked parking should be encouraged that such structures be partially or completely below grade, particularly when bordering residential areas. Architectural design should be consistent with the storefront streetscape and the pedestrian scale of the CRBD. Ingress/egress from any such structures should consider the impact on pedestrian safety and traffic flow. Every effort should be made to encourage the flow of traffic towards controlled intersections and major circulation arteries, and discourage traffic on residential streets. Such parking structures are recommended for the present lots along DeForest Avenue. Additional decked parking may also be possible in the Railroad lot and the tiered lot on the south side of Springfield Avenue.
 - Recognition is given to the land use relationship that exists along Franklin Place, east of Summit Avenue. Many properties in this area extend from Franklin Place to the railroad, with non-residential uses to the rear and residential uses in the front and along the opposite side of the streets. No recommendation for a zoning change in this area is suggested at this time. However, continuing attention and monitoring should be given to this area so that appropriate measures can be initiated if needed.

It is recommended that the preceding issues and recommendations be further analyzed through the preparation of a targeted master plan for the CRBD and surrounding area. The master plan would explore, in more detail, the inter-relationships between and among land use, zoning, market conditions, community design and capital improvements, such as parking. This targeted master plan is not meant to delay consideration of any down zoning recommendations affecting the surrounding area.

Overlook Hospital

The Overlook Hospital (now part of Atlantic Health System) and related facilities are presently located in the PI Professional and Institutional Zone. The City has established this district with specific boundaries designed to limit the potential for encroachment of the uses within the district into adjacent residential areas. However, changes to the health care system nationwide have raised issues important to Overlook and its future. A number of improvements and upgrades have been undertaken in recent years including: establishment of a cancer center, renovations to the maternity care center, updating equipment to accommodate new technology, and a shift in emphasis from in-patient services to outpatient services, and the addition of subspecialties to better serve community needs.

In addition to the land within the PI zone, Overlook also owns a number of other lots primarily along Beauvoir Place, Walnut Avenue and Morris Avenue in the R-5 zone. These lots contain primarily residential uses including a variety of 2, 3 and 4 family dwellings. Overlook had planned to sell off these excess lots and in fact some have been sold; however, Atlantic Health System, the parent corporation of the hospital, has placed the sale of any additional lots on hold.

Overlook has expressed a need for future expansion of the PI zone. Further study and analysis is recommended. The hospital should develop a facilities master plan for future growth and expansion. This plan should be analyzed relative to its traffic impacts, land use impacts on nearby residential areas, and overall environment impacts. It is also recommended that the entire neighborhood area be studied to balance the needs of the hospital with the needs of the neighborhood and the City. This area is ideal for middle-income housing, which has been identified as a critical need particularly for municipal employees and other families wishing to live in the City.

Neighborhood Business Zones

A number of other commercially oriented areas exist in Summit but outside of the core commercial areas of the City. Presently these areas are in the B zone. While the B zone remains appropriate in some instances, there are some portions of the current B zone that are proposed to be rezoned into a Neighborhood Business District.

The establishment of neighborhood business districts is recommended as a way of defining areas that clearly serve, as their primary function, the nearby residential neighborhoods. They are distinguishable from general business districts by their offering of convenience commercial services, which are small in scale and related to the day-to-day needs of nearby residents. Often times the buildings contain a mix of street level commercial use and residential on upper floors. They also rely to a great extent on the presence of on-street parking, rather than on-site parking. Typical uses in districts of this type are drugstores, restaurants, pizza parlors, beauty salons, and barber shops. Metered parking along these streets should reflect the need for customer parking and be programmed to encourage customer access. The present no-parking zones along the designated NB districts on the westerly portion of Morris Avenue should be changed to permit on-street parking from 9am to 5pm. This could also serve as a traffic calming measure for this high-volume area. Redevelopment of commercial property in this zone should encourage the location of on-site parking behind the storefronts to enhance the pedestrian friendly scale of the streetscape and not allow parking between the street and the building. Auto-related uses, particularly auto sales and display facilities, should not be recommended as permitted uses.

Novartis/Schering-Plough

The City of Summit has historically functioned as a regional employment center with more than 13,000 jobs. One of the goals of the Plan is to continue to maintain the City's employment base. Novartis (formerly Ciba Geigy), Kemper, Celanese and Overlook Hospital have been the four major employers in the City. Each has plans for downsizing, relocating or restructuring which will impact their operations and facilities.

Novartis has recently entered into an agreement with Schering-Plough to sell its 88-acre facility at the intersection of Morris Avenue and River Road. The site includes over one million square feet of research and development (R&D) facilities, laboratory and support uses, manufacturing, warehousing and office space. Under the terms of the agreement, Novartis will remain at the site until March 31, 2003 when Schering will begin occupancy. During the period, Schering is proposing the construction of a 145,000 square foot, two-story safety evaluation facility.

Schering proposes to use the site primarily as an R&D facility. Although Novartis currently uses a portion of the site for manufacturing, which is permitted by ordinance, Schering proposes no commercial manufacturing on-site. It is anticipated that the number of Schering employees in the future will be comparable to or less than the number of Novartis employees.

The site is currently located in both the RO-15 Research-Office and LI Light Industrial zones. It is recommended that the entire 88-acre site be placed in one zone, Planned Research Office Development,

which recognizes R&D as the primary use. Further, permitted and accessory uses should be more clearly defined.

Since the site abuts established residential neighborhoods, the new zone standards should maintain and, where feasible, enhance the existing buffer zone. In creating a single zoning district, the following zoning characteristics are deemed at a minimum to be irreducible:

1. The existing buffer of 125 feet, along what is currently designated the RO-15 District, shall be considered inviolate.
2. Buffers in the existing LI District, adjoining residential properties along Lincoln and Madison Avenues shall be increased with the understanding that existing buildings, located within the proposed buffer, shall be considered conforming uses unless removed.
3. Any new parking structures, constructed on the site, shall be subject to variable setback standards to assure the appropriateness of such uses and their location.
4. Any modifications of dimensional regulations, currently detailed in the Ordinance, shall be sensitive to any potential negative impact upon adjoining residential properties.
5. Access points to and from the site shall be confined to collector and arterial streets designated in the Master Plan.
6. Any future development should be located in the center of the site or towards the northeast corner to minimize the impact on residential neighborhoods and should be linked to adequate on-site parking.

Finally, a Facilities Master Plan should be prepared by Schering and presented to the Planning Board for review and comment. The Plan should detail all improvements and new development proposed during the next 6 to 10 years. Specifically, a Traffic Study should be a component of the Facilities Plan, which would evaluate vehicular circulation and access both on-site and off-site. Parking needs based upon proposed uses on-site should also be analyzed. The Traffic Study should be coordinated with the current Morris Avenue Corridor Project Study being undertaken by Union County.

Celanese

The Celanese site (formerly Ticona) is located in the southeastern section of the City adjacent to the Springfield Township border. As previously noted, the 45-acre facility has historically been one of the major employers in the City and has been used over the years for research, manufacturing, office and warehousing. Celanese plans on expanding and converting laboratory space to offices. In addition, it expects to relocate executives from out of state to the facility.

The site is currently located in the RO-15 Research-Office zone. It is recommended that the 45-acre site be placed in the same land use category as Schering – Planned Research Office Development.

Since the site abuts established residential neighborhoods, the new zone standards should maintain and, where feasible, enhance the existing buffer zone. In creating a new land use category, the following zoning characteristics are deemed at a minimum to be irreducible:

1. The existing buffer of 125 feet, along what is currently designated the RO-15 District, shall be considered inviolate.
2. Consider increased height to 60 feet if setbacks are increased.
3. Any new parking structures, constructed on the site, shall be subject to variable setback standards to assure the appropriateness of such uses and their location.
4. Any modifications of dimensional regulations, currently detailed in the Ordinance, shall be sensitive to any potential negative impact upon adjoining residential properties.
5. Restrict access to Morris Avenue to limit traffic through the residential neighborhoods.
6. Any future development should be located to minimize the impact on residential neighborhoods and should be linked to adequate on-site parking.

The site is traversed by an abandoned railroad right-of-way. This right-of-way has been designated on the Recreation/Open Space Plan Map for future acquisition as a pedestrian/open space connection to parks.

Finally, a Facilities Master Plan should be prepared and presented to the Planning Board for review and comment. The Plan should detail all improvements and new development proposed during the next 6 to 10 years. Specifically, a Traffic Study should be a component of the Facilities Plan, which would evaluate vehicular circulation and access both on-site and off-site. Such a study should be coordinated with the current Morris Avenue Traffic Study being undertaken by Union County. Parking needs based upon proposed uses on-site should also be analyzed.

Summit Hospital

The Charter Behavioral Health Site (recently renamed Summit Hospital) is located at the corner of Morris Avenue and Prospect Street. The frontage along Morris Avenue, which contains the Martindale-Hubbell Building, is currently zoned B Business. The remaining five acres is located in the R-10 zone. The site has recently been sold and is in transition. If Summit Hospital should close and become available for redevelopment, it is recommended that the entire site be returned to residential use. Its proximity to the

CRBD and other services makes it ideal for age-restricted housing. Further, a residential cluster option should also be considered. Future redevelopment of the site should provide adequate screening to the adjoining residential neighborhood, provide for as much open space as possible and maintain the existing streetscape.

Summit Medical Group

The Summit Medical Group facility is located in the block of Summit Avenue, DeForest Avenue, Parmley Place and Beechwood Road. The site is overcrowded and the Medical Group has evaluated options to address this overcrowding, including expansion of its present facility. Any future expansion plans should be carefully considered in light of its impact on the adjacent residential neighborhood. The block is currently split between the Business and Multi-Family Tower zones. Summit Medical Group is a permitted use in the Multi-Family Tower zone. It is recommended that the entire block be rezoned to Multi-Family Tower. In addition, the three lots that are owned by Summit Medical Group along the north side of Parmley Place would remain in Multi-Family Tower. Such a change recognizes that the Summit Medical Group is seeking expansion and/or a satellite site. Designation as Multi-Family Tower is intended to strengthen the buffer between businesses and adjacent residential neighborhoods should future redevelopment occur.

Residential Infill Development in Established Neighborhoods

There is growing concern regarding the construction of oversized homes in existing residential neighborhoods, including the conjoining of lots. This trend includes the demolition of older homes and construction of much larger homes. The scale and bulk of new single-family homes, although in compliance with ordinance standards, are often out of character with the existing neighborhood.

It is recommended that specific emphasis be placed on preserving existing residential neighborhoods from such incompatible development. As such, the City should continue to evaluate standards such as floor area ratio requirements, which may address the scale of infill development. A detailed analysis of the implementation and effectiveness of the present standards should be undertaken in order to determine whether the purposes of the regulations are being realized. A further refinement of the standards should be considered if they are not achieving the purpose for which they were intended as well as a review of the current building setback and lot coverage limitations. Consideration should be given to increasing the setback, especially front and side yard where appropriate. Existing buffering standards should also be reviewed. It is recommended that building permit regulations include a grading plan requirement for all new construction and/or renovation, especially in residential zones.

Housing Types

The existing Development Regulations Ordinance contains definitions with respect to the different housing types permitted within the City. These definitions are confusing and sometimes contradict each other. It is recommended that these definitions pertaining to housing types be evaluated and refined. It is also recommended that the mix of office and residential uses in the MF and MFT zones be reviewed, particularly in light of the potential conversion of existing residential buildings to office use.

Outdoor Noise Producing Equipment

Consideration should be given to establishing ordinance standards regulating the location, placement and screening of outdoor noise-producing equipment, including pool filters and pumps, air conditioners, etc. The purpose of the regulations should be to minimize visibility of such equipment from the street as well as adjacent properties and to mitigate any potential noise impacts.

Fences and Walls

Regulations applicable to fences and walls should be reviewed and consideration should be given to allowing greater flexibility in the design of walls and fences where they are part of an overall landscaping design.

Technology

In order to provide for efficient enforcement, it is recommended that all extant and future zoning and planning records be computerized to ensure institutional memory of all planning and zoning decisions, including conditions set forth in memorializations and other pertinent documents.

Building Permits

It is recommended that building permit regulations include a grading plan requirement for all new construction and/or renovation, especially in residential zones.

Accessory Structures

Consideration should be given for the development of regulations governing upgrading of existing accessory structures on residential properties. The use of these structures should be for family purposes only.

COMMUNITY DESIGN

Community Design is a key component of the Land Use Plan for a City such as Summit. Quality of life issues are directly related to Community Design. The intent of a community design component to the Land Use Plan is to recognize and preserve, where feasible, those elements of the City that create the character and context for which any future development and redevelopment should be reevaluated. From

a community design perspective, the City has many assets. It has a well-defined vibrant downtown that is surrounded by higher density multi-family housing. It has established, well maintained residential neighborhoods and an extensive system of community facilities. The basic physical form of the City has been established historically and should continue to be reinforced through the development policies of the City. The aesthetic and visual elements of the physical form should be addressed through general community design principles. These principles are particularly relevant with respect to historic preservation and the implementation of the goals of historic preservation through the Historic Preservation Commission.

The need to address Community Design has been an issue with the City particularly during the past 15 years. In 1985 the Summit Environmental Commission developed “good neighbor guidelines” that have been used as a reference for development and planning. These guidelines were incorporated into the 1994 Master Plan and continue to have relevance today. The core principles established in the good neighbor guidelines are incorporated within the following recommendations:

- Maintain reasonable and consistent density of land use in the immediate residential neighborhoods.
- Preserve existing residential neighborhoods from incompatible development (e.g. scale and bulk) with particular emphasis on conjoined lots.
- Locate buildings to minimize tree and vegetation removal.
- Minimize changes to existing topography.
- Avoid excessive building density on narrow lots.
- Minimize impairment of the original style of historic buildings.
- Height, scale and the proportion of height to length and width are important factors. Odd shapes and configurations that produce an unbalanced look are expensive and detract from property values.
- The choice of texture, color and type of material used for exterior finishes should harmonize with structural and natural surroundings.
- The quality of landscaping, plants, trees, walks, drives, outbuildings is as important as the appearance of the structure itself. Landscaping should complement the structure and recognize the City as a naturally wooded community.
- The style of an addition should not conflict with the base structure in order to preserve good appearance and property values. All buildings should be recognized as products of their time. Alterations that are inconsistent with the original character of a building can adversely affect the character of the neighborhood. Rehabilitation work should not destroy the visually appealing distinguishing qualities or character of the property and its environment. Removal or destruction of classical or architectural features should be minimized.

Engineering considerations should be taken into account including:

- Adverse drainage problems on and off the property are effectively addressed.
- Fill areas have the right soils and compaction.
- The potential for differential settlement has been evaluated.
- Piles when needed have the right coatings and treatment to outlive the structure.
- Underground plumbing and electrical lines will last the lifetime of the structure.
- Subsoil treatment to prevent termites and carpenter ants are included.

Environmental considerations should taken into account including:

- Any adverse air quality issues should be identified and addressed.
- Potential odor, smoke, fumes and noise impact problems should be evaluated.
- The potential for groundwater contamination should be evaluated.
- Summit's tree ordinance should be used as a guide when removal of trees is required.
- Suitable provisions for safe, temporary storage of recyclable materials should be addressed.
- The need for adequate and safe traffic circulation both on-site and off-site should be addressed.

The City of Summit values the arts as a vital resource and an indispensable part of everyday life. Wherever possible, art in public places should be encouraged.

III. CIRCULATION PLAN ELEMENT

OVERALL POLICY STATEMENT

The Circulation Plan Element of the Master Plan describes and analyzes the movement of people and goods throughout a community. An understanding of circulation patterns and issues in the City of Summit is a critical component of the development of land use policies and the establishment of design and development standards. Decisions and recommendations regarding circulation issues have direct impact on public safety and overall quality of life for the community.

It is the purpose of this Plan to recognize the established character of the City as a residential community that also functions as a regional center, supporting a thriving business community, as well as large employers. These features, which include a myriad of social, cultural, artistic and health services, are beneficiaries of a functional, coordinated and well-maintained roadway and mass transit infrastructure.

INTRODUCTION

The Circulation Plan Element is composed of several sub categories including street classification, traffic accident data, pedestrian and bikeway issues, mass transit options and recommendations for general and specific measures designed to upgrade roadways and transportation systems.

Circulation and transportation facilities within the City of Summit are a function of the regional circulation and transportation systems. Since the completion of Rt. 78 and Rt. 24, there have been no major changes to the regional circulation system except for the opening of Midtown direct rail transit service to New York in 1996. Improvements and modifications to various roadways and intersections have occurred that have helped to improve conditions and accommodate overall traffic growth.

Recent improvements to the railroad station, including the construction of a 500 space multi-level parking facility, have helped to improve access by commuters to rail service. Parking continues to be an issue in the Central Retail Business District (CRBD).

The Plan should continue to recognize the existing roadway system of major arterials, secondary arterials, collector and local roads. Freeways and major arterials including Interstate 78, Route 24 and Route 124, and secondary arterials including Morris Avenue, Broad Street, Springfield Avenue, Summit Avenue, Glenside Avenue, Mountain Avenue, Baltusrol Road, River Road, Passaic Avenue, Constantine

Place, Chatham Road, Orchard Street, as well as Ashland Road, should continue to carry the traffic commensurate with the City's status as a regional hub and site of highly desirable service agencies.

Collector roads, including Woodland Avenue, Kent Place Boulevard, Prospect Street, Hobart Avenue, Blackburn Road, Tulip Street, Maple Street, and Ashwood Avenue, should be safeguarded from overuse and intrusive development. Other local roads, where feasible, should be protected from unnecessary traffic intrusions.

PLANNING BASIS

The importance of a safe, efficient and comprehensive circulation system within a municipality cannot be overstated. A primary basis for transportation circulation policy should be found within the Circulation Plan Element of the Master Plan. It is no longer adequate for the Circulation Plan Element to consist of a mere inventory of street classifications and listing of problem roadways and intersections. Sound transportation planning must, by its very nature, be multi-faceted in order to deal with the complex multi-modal transportation and circulation systems in the community. Summit is unquestionably a prime example of the need for a multi-faceted approach to a complex set of community wide transportation issues.

Typically, the issue of motor vehicle traffic is the dominant factor when issues of circulation are discussed. Certainly, cars are a significant element to a community's circulation system and lifestyle. However, other modes of transportation such as mass transit, bicycling and walking are significant and are becoming even more so with current emphasis on environmental and quality of life issues. Today, in order to properly plan a community, it is vital that a Circulation Plan Element thoroughly address all modes of transportation.

INVENTORY AND ANALYSIS

To analyze the street system in Summit properly, it is necessary to classify each street according to the function it performs or should perform. Once classified, a street can then be analyzed as to its effectiveness in performing its intended function. The Street Classification Map classifies each street within the City of Summit based upon its function. The various street classifications and the functions of each street conform to the uniform functional classification of streets established by the U.S. Department of Transportation in conjunction with the N.J. Department of Transportation and the County of Union.

Functional Classification of Streets

Freeways or Expressways

Freeways or expressways are high speed, high capacity, limited access highways devoted entirely to the movement of motor vehicles and which provide no direct access to abutting properties. They generally traverse large areas, often an entire state, and connect with freeways of adjoining states.

Design features of freeways include the separation of opposing traffic lanes by a continuous center barrier or median strip and full access control and grade separations at intersections or interchanges that are generally widely spaced. Freeways carry multiple lanes of traffic in each direction and are generally designed for a capacity of between 1,000 to 1,500 vehicles per lane per hour. The only freeways within or adjoining the City of Summit are Interstate 78 and State Rt. 24.

Primary Arterial Roads

Primary arterial roads serve as major feeder roads to and from the freeway systems and carry major movements of traffic between the principal traffic generators in a region. Primary arterial roads usually have four or more traffic lanes and provide direct access to abutting properties. Curb openings are a secondary function of arterial roads that often interfere with the flow of traffic. Primary arterial roads are usually intersected at grade and utilize timed traffic signals, jug handle intersections, center barriers and lane markings to facilitate traffic flow. Primary arterial roads are anticipated to carry traffic volumes ranging from 10,000 to 24,000 vehicles per day. The only road officially classified as a primary arterial road in the vicinity and impacting, though not within, the City of Summit is Route 124 generally along the boundary between Summit and Millburn and Union and Essex Counties. However, by volume definition, several roads would fall in this category: River Road, Springfield Avenue, Morris Avenue, Broad Street and Summit Avenue.

Secondary Arterial Roads

Secondary arterial roads generally connect collector streets with primary arterial roads and freeways and often act as alternate routes for primary arterial roads. Like primary arterial roads, they serve abutting properties, utilize signalized intersections and/or stop signs but carry less traffic and often have only one traffic lane in each direction. Wherever practical, secondary arterials should be widened to provide a separate left turn lane, even if the road contains only one traffic lane in each direction. Secondary arterial roads are anticipated to carry traffic volumes ranging from 3,000 to 10,000 vehicles per day.

Secondary arterial roads in Summit are: Glenside Avenue, Baltusrol Road, Morris Avenue, Springfield Avenue, Summit Avenue, Passaic Avenue, Chatham Road, Mountain Avenue, Ashland Road, Orchard Street, Broad Street and River Road.

Collector Streets

Collector streets provide access between local streets and primary and secondary arterial roads. They provide access to abutting properties and carry traffic from residential neighborhoods to arterial roads. Recommended traffic volumes for collector streets range from 1,500 to 3,000 vehicle trips per day. Collector streets in Summit are Hobart Avenue, Woodland Avenue, Maple Street, Prospect Street, Kent Place Boulevard, Ashwood Avenue, Blackburn Road, Tulip Street, Butler Parkway, Essex Road, Park Avenue, Briant Parkway, Oak Ridge Avenue, Pine Grove Avenue and Beekman Road.

Local Streets

Local streets have the primary function of providing access to abutting properties. They also serve as easements for the various public utilities and provide light and air to adjacent buildings. Local streets generally have right-of-way width of fifty feet (50') with suitable shade tree and underground utility easements. Local streets could be expected to provide access to less than 150 lots with a normal traffic volume of less than 1,500 vehicles per day.

Some local streets serve as "local collectors". While not included in the Federal Functional Classification System, local collectors often serve a dual function of property access and traffic collection.

It is apparent that there are discrepancies in these classifications, based primarily on the increases in volume that have occurred since the original classifications some years ago. It is therefore recommended that the City consider reclassifications by volume to bring this analysis up to date.

Traffic Accidents

Although primary causes of traffic accidents are speeding, negligence and other driver errors, additional factors such as poor eyesight, sight distance, sun glare, rain and snowstorms, inadequate traffic controls, increased traffic volumes and poorly designed and maintained streets also contribute to the causes of accidents. In addition, it is important to recognize that a growing element of traffic accident statistics involve pedestrians. In New Jersey 25% of all traffic accidents involve pedestrians as opposed to a nationwide average of 15%. This is not surprising considering this State's population density.

Sight distance in particular can be improved by enforcing regulations that require unobstructed sight triangles at intersections. These regulations include trimming shrubbery so that drivers can see oncoming traffic.

The 1994 Master Plan identified a number of high traffic accident areas as well as other "problem areas". The high traffic accident areas identified were:

- Morris and Glenside Avenue
- Morris from Glenside Avenue to Overlook Hospital
- River Road and Chatham Road
- River Road and Passaic Avenue
- Passaic Avenue and Springfield Avenue
- Morris Avenue and Springfield Avenue near City Hall
- Broad Street and Morris Avenue
- Prospect Street and Morris Avenue
- Broad Street and Maple Street
- Springfield Avenue and Maple Street
- De Forest Avenue and Beechwood Road
- Springfield Avenue and Summit Avenue
- Broad Street and Summit Avenue
- Morris Avenue and Summit Avenue
- Broad Street and Overlook Road
- Park Avenue and Broad Street
- Ashwood Avenue between Broad Street and Morris Avenue
- Springfield Avenue and Broad Street
- Huntley Road and Broad Street
- Broad Street and Middle Avenue
- Morris Avenue and Route 24 access ramp
- Hobart Avenue and the Route 24 service roads
- Woodland Avenue and River Road
- Summit Avenue and DeForest Avenue
- Woodland Avenue and Springfield Avenue
- Railroad Bridges and Broad Street and Morris Avenue

Roadway Improvements

A number of roadway improvements and modifications have been undertaken in recent years that have had a positive impact by improving conditions. There are also a number of planned improvements throughout the City. Improvements already implemented include the following:

- While Morris Avenue and Glenside Avenue continue to experience problems including high accident numbers, the removal of the low clearance railroad bridge to the east as it crossed Morris Avenue has had an overall positive effect on accident history and on the movement of trucks from Rt. 78, Rt. 22 and points west. Continued improvement to this intersection should be explored via the current Morris Avenue Corridor Project Study, sponsored by Union County.

- A second low clearance railroad bridge on Broad Street has been removed.
- Springfield Avenue at Broad Street (entrance to Rt. 24) has had a traffic signal installed. This has resulted in a significant decrease in traffic accidents.
- River Road and Chatham Road has received new road striping and new turning lanes.
- The River Road and Passaic Avenue intersection has received new road striping.
- Morris Avenue and Springfield Avenue has had a new traffic signal installed and a redesigned intersection.
- Springfield Avenue and Maple Street has had its traffic signals upgraded and new pedestrian controls installed.
- Springfield Avenue and Summit Avenue has had its signals upgraded and new pedestrian controls installed.
- Broad Street and Walnut Street/Overlook Road has had a new traffic signal installed.
- Broad Street and Middle Avenue has had a new traffic signal installed.
- Passaic Avenue and Kent Place Boulevard received new curbing and new turning lanes.
- Springfield Avenue and Beechwood Road has had its signals upgraded and new pedestrian controls installed.
- Morris Avenue and River Road have been improved by the addition of an additional lane and turning markers.

Planned improvement projects include:

- The intersections of Ashwood Avenue and Morris Avenue and Ashwood Avenue and Broad Street both are scheduled for upgrade.
- Planning is underway for modernization of a traffic signal at Broad Street and Maple Street.

- A new bridge across the Passaic River is planned between Union and Morris Counties at River Road and Passaic Avenue.
- A new traffic signal is scheduled for Summit Avenue and DeForest Avenue.
- Pedestrian access improvements and aesthetic improvements are planned along Springfield Avenue and Union Place in conjunction with the development of the downtown streetscape project.
- The intersection of Springfield Avenue and Tulip Street is scheduled for an upgrade.

Pedestrian Safety and Sidewalks

Pedestrian safety and the adequacy of sidewalks throughout the City of Summit are important elements of the Master Plan process. Public policy issues such as where sidewalks should or should not be placed, how to resolve the conflicts between pedestrian safety and vehicular traffic flow, and the potential expenditure of substantial funds for such improvements are being addressed. Improvement in this area is essential.

Most of the major streets leading to and from the CRBD have sidewalks on both sides. As the roads extend out towards residential areas, frequently there are no sidewalks on either one or both sides, such as on Hobart Avenue, Essex Road, Summit Avenue and Springfield Avenue East. Some roads contain sidewalks along their entire length such as Springfield Avenue West, Broad Street and Morris Avenue. Areas lacking sidewalks include Springfield Avenue East at the NJ Transit overpass, the section of Broad Street from Ashwood Avenue to the Broad Street/Park Avenue merge and River Road between Butler Parkway and Woodland Avenue. The City needs to consider establishing a policy with respect to sidewalk location that takes into account at least three factors: (1) the need to immediately address the missing gaps in sidewalk locations, e.g. on Broad Street between Ashwood Avenue and Park Avenue, and at critical safety locations such as Springfield Avenue in east Summit where the street passes under NJ Transit rail tracks; and such other locations to be identified by City staff; (2) the need to balance the concerns of neighborhood residents regarding pedestrian safety with the costs and property disruptions; (3) the need to seek specific recommendations on this issue as part of the new citywide traffic study.

Mass Transportation

The City of Summit is strategically located for easy and direct access to major employment centers such as Newark and New York City. The City functions as a regional hub for rail service. Commuter rail service to Newark and New York is provided via New Jersey Transit Midtown direct service to Penn Station, New York, as well as between Summit and Hoboken with transfer to PATH rapid transit.

The opening of Midtown Direct has increased rail ridership. In 1995, according to NJ Transit, approximately 2,100 daily riders boarded the train at the Summit Station (1995 ridership numbers included transfers from other trains and may overstate the number of Summit boardings). By the year 2000, over 2,600 people board the train daily from Summit. Of these, one-half are traveling to NY Penn Station, 600 riders are traveling to Hoboken and 739 people are traveling to intermediate points both to the east and west. Actual growth in ridership from the Summit station is probably higher than the numbers reflect.

New Jersey Transit, the Lakeland Bus Company and Camptown Bus Company also provide mass transit service between Summit, Newark and New York City.

Implementation Plan and Recommendations

Traffic congestion, speeding and traffic and pedestrian safety are unquestionably the single biggest issues to residents and business owners in Summit. Traffic volumes have noticeably increased in the past two decades and even more significantly in recent years. A number of features have contributed to this situation. General economic and population growth have been a factor; however, other factors have played an equally if not more significant role including the prevalence of two-worker households, school aged and increasing senior citizen drivers and proximity and access to two major highways.

The City is undertaking a comprehensive citywide traffic study. It is important that such a study be more than a mere inventory of traffic volumes on various roads. In order for the study to result in meaningful approaches to improving conditions, it is vital that there be an analysis and understanding of the origin and destination of vehicle trips passing through and about the City. In addition, the study should:

- Identify and analyze major traffic routes.
- Study and analyze traffic accident data.
- Analyze pattern of speed limits and recommend speed limit changes where appropriate.
- Identify and study key intersections and traffic signal requirements and/or modifications.
- Project future anticipated growth in traffic volumes.
- Analyze vehicular and pedestrian safety issues including these concerns at the City's private and public schools.
- Propose short and long term capital improvement priorities including sidewalks, road widening, and traffic signalizations.
- Estimate short and long term costs of recommended improvements, including traffic calming techniques where possible.

- Analyze the availability and effectiveness of mass transportation as well as alternative modes of travel.
- Review the City's plans for parking requirements, both short and long-term, to accommodate the needs of the CRBD, adjacent Business zone and Neighborhood Business zones.

This Plan Element should be reviewed and amended, where necessary, after the traffic study is completed, in order to incorporate the policies, strategies and recommendations of the study. Other Plan Elements should be reviewed to assure consistency with any Circulation Plan changes.

Inasmuch as traffic and parking considerations continue to play such an integral role in the development of the City and affect the actual quality of life of its residents, adequate resources should continually be appropriated to upgrade and maintain the roadway infrastructure. Recognition of the fundamental role of traffic enforcement should be considered a keystone to the viability of the system. This presupposes the availability and dedication of sufficient City personnel to address this need.

Continued planning efforts must address the needs for alternative modes of transportation within the City, most especially bicycles and pedestrians. A comprehensive approach to pedestrian access, including additional sidewalk locations, as well as provisions for bicycle travel throughout the City, should be considered under a proposal pending, with technical and financial support from the NJ Department of Transportation. Public awareness, education, participation, and support are critical factors necessary for this process to succeed.

Traffic circulation/safety continues to be a delicate act of balancing the needs of residential, commuter, shopper, business, school and traveler interests. With recognition of the sometime conflicting interests of those groups, it is recommended that a comprehensive approach should continue to be pursued.

IV. COMMUNITY FACILITIES PLAN ELEMENT

INTRODUCTION

The quality and adequacy of community facilities represents a significant factor in making a community a desirable place to live. An analysis of existing community facilities is important in determining current adequacy of facilities as well as future needs. The City of Summit prides itself on providing its residents with a wide variety of community facilities. This element addresses the long and short-range needs of the City for educational, municipal, cultural and quasi-public facilities. Recreational and historic preservation needs will be addressed briefly here, but are analyzed in greater detail in the Recreation & Open Space Plan Element.

PLANNING BASIS

The Municipal Land Use Law indicates that a Master Plan may contain a Community Facilities Plan “showing the existing and proposed location and type of educational or cultural facilities, historic sites, libraries, hospitals, fire houses, police stations and other related facilities, including their relation to the surrounding areas”. While the inclusion of a Community Facilities Plan Element in a Master Plan is not mandatory, it is an important component of a comprehensive plan. This is particularly true for a diverse and complex city such as Summit.

In addition to affecting important quality of life issues, adequate Community Facilities Plans play an important role in public safety. Appropriately supplied and staffed public services such as police, public works, fire and first aid are critical to the overall public health, safety and general welfare.

INVENTORY AND ANALYSIS

As noted in the Strategic Plan, the City undertook major capital improvement projects during the 1990's to modernize and renovate or replace older community facilities. These projects included the construction of a new City Hall, expansion and modernization of the library, construction of the Broad Street parking garage, modernization of the Fire Department building and provision of the Johnson Youth Center. The City has also undertaken extensive sewer replacement and modernization of several pumping stations and major school modernization projects. Finally, a major streetscape improvement project for the downtown is underway. The project includes paving, new utilities, new curbs, and sidewalks, new street lighting and tree plantings and other amenities. Summit Downtown Inc. (SDI), the management entity for the Special Improvement District (SID) has played a key role with the City in the development of the downtown project.

The location of current community facilities is graphically shown on the Community Facilities Plan Map. The following sections review both the status of existing facilities and future service needs.

Municipal Facilities

The City Hall facility was completed in 1995 at its current location at 512 Springfield Avenue. The new facility contains 60,000 square feet and is home to all administrative offices. The new City Hall has resulted in a significant improvement to the public by condensing municipal services to a single location, as opposed to being scattered as they had been previously.

Health Department

The Summit Health Department provides local health services to the City and also contracts Health Department services to New Providence and Berkeley Heights. The Department's offices are located in City Hall.

Public Works

The Public Works Division in the Department of Community Services is responsible for all traditional infrastructure support services, including repair and maintenance of City streets and roads, sanitary and storm sewers, parks and shade trees and public buildings and grounds. The Division operates over 100 vehicles and other pieces of equipment, all of which are maintained in the Garage Unit.

Public Works performs a myriad of tasks in accomplishing its objectives. Streets and roads are plowed, patched, sealcoated, paved, swept of debris and cleared. Sanitary sewers are mechanically cleaned on a regular schedule, preventing blockages and disclosing areas in need of repair. Trees are trimmed or removed each year, both on a schedule and in response to requests and to emergencies. The Division plants replacement trees throughout the City, in addition to seasonal plantings on various public lands and properties.

The Division also provides solid waste collection and disposal services, as well as varied recycling services. The City consistently recycles over 50 percent of the solid waste generated in the City, due in large part to the thorough and efficient operation of the Municipal Disposal Area.

The Municipal Disposal area is on property at New Providence Avenue that is leased from the County of Union on an indefinite basis. Solid wastes that cannot be recycled are processed through the City's Transfer Station and hauled by City vehicles to the Resource Recovery Facility in Rahway, New Jersey.

Sanitary Services

The Summit Maintenance and Sewer Unit of the Public Works Division is in charge of the City's sanitary sewers, storm sewers, traffic signals, traffic lines and traffic signs. All equipment housed is in the City garages on Chatham Road.

All of Summit has sanitary sewers, except for about a dozen homes with septic tanks. Sewers were first installed in 1892 and there are now 80 miles of lines in the City. Together with ten other communities, Summit is a member of the Joint Meeting of Essex and Union Counties, a regional sewerage treatment agency. Sewage is transported through the local lines, by a combination of gravity flow and pumping, to the connection with the Joint Trunk Sewer in the southeastern corner of the City, and then to the Joint Meeting's treatment plant in Elizabeth.

There are four pumping stations in Summit at Constantine Place, Chatham Road, River Road and Glen Avenue. The four pumping stations receive sewage from 42 miles of gravity sewers and pump it to the Joint Meeting Connection, while 38 miles of sewers flow by gravity directly to the Joint Trunk Sewer. All four stations are automatic operations and are in good physical condition.

Storm Sewers

Storm sewers service all developed areas of the City. The Summit maintenance and sewer unit services and maintains 1,140 drainage inlets throughout the City. Storm sewers in County and State jurisdictions are maintained by each respective governmental entity.

Parking Garages

The City has two parking garages in downtown Summit. The Tier Parking Garage is located at 444A Springfield Avenue, between buildings that front Springfield Avenue and the railroad line behind them. This garage has capacity for 485 vehicles and is currently dedicated to downtown employee and resident use.

The second garage is a new facility located at 301 Broad Street. Referred to as the Broad Street Garage, it has a 504-car capacity. This facility was completed in 1999 and is designed to primarily serve Summit commuters and downtown employees.

Police Department

The Summit Police Department is located at City Hall, 512 Springfield Avenue. The Police Department occupies 22,000 square feet on two floors within the Municipal Complex.

The upper level is comprised of the dispatch/command center, traffic and records, administration, patrol commander, detention area, juvenile office and detective bureau. The lower level contains the parking meter room, communications room, archive room, gym, training room, locker rooms, kitchen area and lounge. The lower level also contains a 20-space parking garage.

The Department is comprised of 48 sworn personnel and 4 civilian dispatchers, an administrative assistant, a records clerk and 2 secretaries. The Police Department is divided into five divisions: Patrol, Traffic and Records, Juvenile, Detective and Administration.

The Patrol Division is the backbone of the Department, responding to over 22,000 calls per year. Traffic and Records is responsible for accident reports and investigations, traffic surveys, police records, uniform crime reports and State and Federal crime reporting. The Juvenile Division handles all investigations involving juveniles and juvenile crime, including programs such as D.A.R.E. and Adopt-a-Cop. The Juvenile Division also coordinates activities with the P.A.L. and the Crime Prevention Bureau. The Detective Division is responsible for all follow-up investigations that cannot be handled on scene by the Patrol Division. They are responsible for the collection and storage of evidence and property, criminal investigations and internal investigations. Specially trained personnel such as Narcotics Officer, Domestic Violence Liaison are all in the detective division. Administration has the overall responsibility of the day-to-day operations of the Police Department. Budgeting, training, personnel, recruiting, equipment and emergency management are all dealt with at the administrative level. Reports to the Mayor and Council, State Police, Federal Authorities and the County Prosecutor all come from this office. Administration has the overall responsibility to have all the divisions within the department operate as one cohesive unit.

Fire Department

The Summit Fire Department is located at 396 Broad Street. The building, as it is today, is a combination of three construction stages. The first stage, the area that now contains the dispatch center, was built in 1901 to house the Hook and Ladder Company. In 1920, the use of the building was changed and became the City Garage. In 1949, the original building was remodeled and enlarged, with four engine bays built in the eastern side. In 1967, four engine bays were built on the western side. In 1976, the dispatch center was moved to the area of the 1901 building.

In 1997, a significant renovation was completed to achieve ADA compliance and an overall upgrade of the facility. The renovation included a new front entrance, improved dispatch center, relocation of fire prevention offices to the first floor and realignment of the administrative office area.

Fire Headquarters has approximately 15,290 square feet of floor space on two floors. The first floor has 8 apparatus bays, offices, lavatory and decontamination room, dispatch center, fire prevention and administrative offices. There is also a partial basement that contains the boiler and air compressor. The second floor has the training room, kitchen, lavatory, fitness room, showers and dormitories.

The Department is comprised of a career (paid) division and a volunteer division. There are 32 firefighters, 4 civilian dispatchers and an administrative assistant in the career division. The Department offers a full range of fire protection and emergency services, including: fire suppression, fire prevention, rescue and emergency medical response. The Fire Prevention Bureau, staffed with 2 firefighter/inspectors assisted by on-duty personnel, conducts plan review, code enforcement inspections and public fire safety education programs. A preventive maintenance program is in place to assure dependability and excellent condition of fire apparatus and equipment. The training division delivers instruction to all members of the Fire Department in methodologies of fire protection and emergency services. There are 4 platoons in the career division that work a 42-hour week, consisting of 10-hour day shifts and 14-hour nightshifts. Each platoon has a complement of 7 firefighting members.

The volunteer division is divided into 4 companies: Union Hose Company #1, Hose Company #2, Chemical Engine Company #1 and Hook and Ladder Company #1. Each company has a captain, lieutenant and a variable number of firefighters. Each member of the Fire Department is issued a radio pager for recall to duty in the case of large fires/emergencies.

The Department has 4 engines, 1 ladder truck, an incident command vehicle, a field communications vehicle, a special services vehicle, 3 4x4 vehicles assigned to the chief, deputy chief and fire prevention bureau respectively. An antique, 1927 Seagrave pumper is maintained for ceremonial and public relations use.

The Fire Department communications center is the 911 public safety answering point for the City of Summit and a regional fire dispatch system that includes the Millburn Fire Department. A dispatcher assigned to each platoon receives 911 calls and routes them to the appropriate response agency. In addition, the dispatcher coordinates fire responses for both the City of Summit and Township of Millburn through the use of a computer aided dispatch system. Public telephones are located throughout the Central Business District with access to 911 without use of a coin. This makes police, fire and ambulance service readily available.

The Fire Department building and equipment are considered adequate for current and future needs. A decrease in the number of persons willing to volunteer as firefighters may impact future staffing needs for additional career personnel.

First Aid

The Summit Volunteer First Aid Squad was started in about 1962 and the building was constructed shortly thereafter. It is located on Summit Avenue on a .63-acre site that is leased from the City for \$1 a year. The 2-story building contains a day room and 2-bay garage on the first floor and a meeting room and office on the second floor. The squad has 46 active members and 3 ambulances, each with a hook-up to Overlook Hospital so that hospital staff, if necessary, can monitor patients. Ambulances are housed in the building's garage. All squad members have pagers.

The First Aid Squad serves only Summit although it may be called on to assist squads in nearby communities. Service is provided 24 hours a day. In the past, there were 11 crews, each with 4 or 5 members. In recent years, however, many of the day crews consist of only 2 members, at least one of whom is a New Jersey certified Emergency Medical Technician.

Due to severe and increasing staffing problems, the squad has needed more assistance than in the past from the Summit Police and particularly the Summit Fire Department. The Fire Department has instituted a "first responder program" which provides an immediate response of specially trained firefighters to certain medical emergencies when an ambulance is not immediately available.

Since October 1993, when the 911 system was implemented, the squad has been dispatched through Cencom located at Overlook Hospital. The squad's budget is generally met through contributions. Both the building and the ambulances were also paid for with contributions.

Old Town Hall

This building was constructed in 1892 as a city hall and firehouse and has remained in continuous City ownership ever since. In 1999, it was extensively renovated by the National Interfaith Hospitality Network (NIHN) under terms of a lease from the City. Much of the building was restored, supplemented by more modern utilities and interior office and support services. The exterior appearance has been maintained in order to continue eligibility for historic designation at the State and Federal levels. It remains a City-owned building, but is occupied on the first floor by the local Chamber of Commerce and on the second floor by the NIHN.

Library

The Summit Free Public Library is located at 75 Maple Street on a 1.8-acre tract of land. The library was built and opened in 1964. An expansion project began in 1997 and was completed in 1999. The addition involved the installation of an elevator, an access ramp, electronic doors and area improvements in order to make the facility fully compliant with the Americans with Disabilities Act (ADA).

The building contains 34,179 square feet on three levels. The main floor contains bookracks and shelves containing the non-fiction and media collections, an adult room and young adult's area, children's room, quiet study rooms, a meeting room, a circulation control room and public restrooms. The balcony level contains the fiction collection and the basement level contains offices, technical processing, a computer room, kitchen, staff room, staff restrooms, lockers, a boiler room and general storage area.

The library is open to the public seven days a week for a total of 69 hours per week, except for July and August when Saturday hours are limited. The library is closed Sundays.

The library contains a total of 170 reader seats, and has a total circulation capacity of 123,500 volumes. As of December 1999, the library had 109,705 volumes. In addition, there were 272 magazine subscriptions, 10 newspaper subscriptions, 1,590 videos, 1,225 books on tape, 2,370 compact disks, 640 audiocassettes, and 310 pieces of CD-ROM software. Other equipment available to the public includes a video cassette player, microfilm and microfiche readers, a compact disk player and photocopy machines.

The Summit Free Public Library belongs to the "Libraries of Union Consortium", the Morris Union Federation, Summit Millburn Agreement and the New Jersey Library Network. These library loan networks provide Summit library patrons with ready access to a much larger collection of materials than would be feasible to provide locally.

Education

The City of Summit has seven public schools and three private schools. Throughout the Summit public school system, there is a need for additional classroom space and central offices due to increased enrollment. The school system has been experiencing an increase in enrollments in elementary schools in recent years and at the present time is experiencing an increase beginning in the middle schools and the high school. There is a racial imbalance in the elementary schools due to housing patterns and there has been an increase in non-English speaking students at all levels. On the whole, the playing fields are insufficient for sports programs. There is an increase in the number and size of cars transporting

students that has resulted in increased congestion at peak hours. There is also a lack of adequate parking for faculty, staff, parents and visitors in some of the schools. In general, there has been added use of school facilities such as after school programs, additional summer programs, community schools in the evening and community meetings.

During the past five years, there have been four major renovation/expansion projects within the public school system to address increased enrollment, ADA compliance and maintenance work. In 1995, an expansion and addition was conducted on Franklin School and there was a capital expenditure for technology within all Summit public schools. During 1996, there were interior changes and additions to the other elementary schools. Interior renovations occurred at Jefferson, Lincoln/Hubbard and Brayton Schools, while interior renovations and an addition took place at Washington School. In 1998, the Summit Middle School experienced interior renovations. In 1999, Summit High School initiated a major addition and significant interior renovations. There are on-going maintenance plans to address roof, door, window and mechanical deficiencies within each school and Summit's State Mandated Long Range Plan will be completed in December of 2000. The following provides a brief description of each school and its current status.

Lincoln/Hubbard School

The Lincoln/Hubbard School has recently renovated its classrooms and provided better use of space for its future enrollment. Currently, there are 365 students within the preschool-5 school. There has been an increase in enrollment within recent years, such that there are now 3 to 4 sections of each grade. There has also been an increased need for ESL classes for Latino, Asian and Russian students. The playing fields are adequate for current needs. There is a lack of parking spaces for faculty and staff. Additional part-time staff must use spaces on neighboring streets. The traffic flow is very congested at peak times, especially on Crescent Avenue and stated traffic rules are often disregarded by parents. The majority of the children are driven to school, however those who do walk need more sidewalks and crossing guards. Additional uses of the facilities are: after school programs, recreation programs and scout programs. The school's impact on the community focuses on the above mentioned traffic and parking problems.

Washington School

The Washington School's expansion of classrooms and library/media center has been completed. The current enrollment is 305 students within the preschool-5 school. The playing fields, which are shared with the Board of Recreation, need grading, draining and grass attention. One of the biggest traffic problems is the backup at the Morris Avenue light. This could be alleviated by introducing a sidewalk between the school and Tatlock parking lot. Since the parking lot is shared with an antique store, the overflow parking ends up on the playground. Additional uses of the facilities include: Board of Recreation basketball and adult volleyball, Board of Education Friday Night Football Dinner and after-school

programs. The playing field is also used as the local Medivac Helicopter pad. The major impact on the community is the traffic flow onto and off of major streets at rush hour.

Brayton School

The Brayton School's expansion and renovation has included the establishment of an expanded library/media center and new small group instruction areas that has resulted in better use of the original space. The new library renovation has greatly improved and expanded the instructional uses and provided the ability for more classes to use the library at the same time. The most recent renovation has been to reconfigure classrooms and the computer lab. Currently the enrollment is 400 students in the K-5 school and is continuing to increase. The playing fields are adequate due to their proximity to Memorial Field. The traffic flow and parking is the biggest problem. There are no signs on Tulip Street within the school zone. There is a need for a 4-way stop sign on Ashland Avenue and Tulip Street at school crossing times. The teacher parking lot is full causing teachers to park on the street. Additional uses of the facilities are Board of Recreation meetings and a Parent Show. The school's impact on the community tends to be traffic at the beginning and end of the school day and parking in front of homes on Tulip Street.

Franklin School

The Franklin School was the first of the elementary schools to have an expansion and renovation project. The school currently enrolls 359 students in Kindergarten through 5th grades. The playing fields are adequate for school use, however there is a problem with the community using the school for sports use. In addition, a drainage problem has not been fully corrected and a hang out area for older, unsupervised children has developed. The only traffic problems are with non-parent traffic, where police have been stationed to intervene. Additional uses of the facilities include the fields used by the Board of Recreation and High School.

Jefferson School

The Jefferson School is the smallest school in the system and has presently been reconfigured and renovated. Its current enrollment is 224 kindergarten through 5th grade students. The playing fields are presently being reconfigured and regraded by the Board of Education and Summit Baseball League. Using the lower blacktop for parking can ameliorate the parking problems. In the spring, the swimming pool parking lot will be opened for additional parking. However, parking lots can be full and some teachers often have to park on the street. Traffic flow problems stem from non-school uses cutting through Baltusrol, Ashwood and Morris Avenues at excessive speeds. Additional uses of the facilities are the Summit Baseball League, Summit Soccer, Board of Recreation and after-school programs. The main impact on the community has been the parking on street.

Summit Middle School

The Summit Middle School needs additional classrooms and will be reclaiming rooms from the Board of Education offices. The current enrollment is 725 students in grades 6 through 8. There is an increase in enrollment and need for ESL classes due to the influx of non-English speaking students. There is a lack of sufficient playing fields and the need for more outside recreation facilities. Poor traffic flow for drop-off and pick-up of students are major problems. Other uses of the facilities include recreation programs, a community school and community organizations such as Scouts and the Summit Symphony. There is a traffic impact on the community at peak times around the neighborhood.

Summit High School

The Summit High School project currently under way will reconfigure its current building with respect to the science labs, the main office, the auditorium and the library/media center. New facilities will include a library/media center, classrooms and a small gym. The current enrollment is 744 students in the 9th through 12th grades. There has been an increase in population of families who need services. There are not enough playing fields. Specifically, informal basketball areas are needed. More green space is also recommended. The traffic flow continues to be a problem especially with the high school construction. The rear parking lot is currently used as a construction headquarters. The main parking lot is not adequate in size. Additional uses of the facilities are an Adult School and election site. The major impact on the neighborhood is increased traffic congestion, despite a good working relationship with neighbors.

Independent Schools in Summit

Kent Place

The Kent Place School has recently completed a Master Plan. The first portion of Phase 1 of the plan has just been completed including renovation of playing fields, parking and traffic flow. Phase 2 proposes updating classrooms, science labs, library and ADA accessibility. The current enrollment is 609 students in nursery through the 12th grade, with students attending from 67 different communities. The school's capacity is 634 students and there are no plans to increase enrollment beyond that number. The playing fields have recently been renovated to comply with athletic conference requirements. Recently, renovations to on-site parking and the ingress/egress location were completed to ease traffic and parking problems and to improve traffic flow. However, many of the students are transported to school by bus or train. Other uses of the facilities include the Summit Recreation program, Chamber of Commerce groups and the YMCA soccer program. The major impact on the community includes the parking within the neighborhood during special events. The neighbors are invited to discuss plans for renovations in advance and there is a yearly meeting concerning their issues.

Oak Knoll

The Oak Knoll School completed renovations to the Lower School during the summer of 2000. There is limited space on campus with virtually no room to expand. The current enrollment is 519 students within the kindergarten through 12th grade and is presently at its maximum enrollment with no present plans to increase. The playing fields are inadequate on campus despite the recent purchase of 11 acres in Chatham for field use. There is limited parking on campus for faculty, students and visitors. Some cars must park on Prospect and Blackburn Streets. Traffic flow on Ashland Road at peak hours is a problem since most students are transported by car. Additional uses of the facilities are a summer camp and the Summit recreation and CYO programs. The major impact on the community is the parking and traffic issues.

Oratory

The Oratory School has no plans for expansion; however, renovations have been planned to upgrade their buildings. Current enrollment is 219 students from grades 7 through 12. The athletic fields are completely renovated. There is also adequate parking in the lot across the street. An additional use of the facility is a summer soccer camp.

St. Teresa's

The St. Teresa's School is currently exploring reopening as a school for kindergarten and primary grades.

SUMMIT SCHOOL SYSTEM TREND ENROLLMENT DATA 1995-2000					
Grade	1999-2000	1998-1999	1997-1998	1996-1997	1995-1996
Kindergarten	241	236	256	235	239
Grade 1	278	301	249	271	274
Grade 2	311	282	275	283	253
Grade 3	274	282	269	246	223
Grade 4	273	260	252	228	219
Grade 5	283	252	232	220	201
Elementary Subtotal	1,660	1,613	1,533	1,483	1,409
Grade 6	232	226	221	203	183
Grade 7	229	222	209	183	170
Grade 8	220	207	190	171	194
Middle School Subtotal	681	655	620	557	547
Grade 9	196	187	167	196	163
Grade 10	181	173	177	168	182

SUMMIT SCHOOL SYSTEM TREND ENROLLMENT DATA 1995-2000					
Grade	1999-2000	1998-1999	1997-1998	1996-1997	1995-1996
Grade 11	172	178	166	175	163
Grade 12	175	159	169	153	145
High School Subtotal	724	697	679	692	653
Total ¹	3,065	2,965	2,832	2,732	2,609
<p><i>Source:</i> Summit Board of Education</p> <p>1. These figures do not include LLD, PSH, Neurologically or Perceptually impaired, half-day preschool or vocational students.</p>					

Parks and Recreation

The City of Summit provides its residents with a wide range of recreation facilities and programs. The following parks and recreation facilities are located within the City of Summit. Each is discussed in greater detail in the Recreation & Open Space Plan Element.

- Summit Municipal Golf Course, 189 River Road
- Summit Community Pool, 100 Ashwood Avenue
- Wilson Park, Beekman Terrace
- Mabie Playground, 28 Summit Avenue
- Memorial Field, 5 Myrtle Avenue
- Summit Recreational Center, 100 Morris Avenue
- Tatlock Recreation Fields, Butler Parkway

IMPLEMENTATION PLAN AND RECOMMENDATIONS

Overall, the City of Summit’s municipal facilities are well maintained and adequate for the needs of the various City agencies and departments to properly carry out their service to the public. Many facilities have been upgraded and modernized in recent years. The City’s population is generally stable and no major expansion of capital facilities is anticipated at this time.

The City should continue providing proper maintenance to municipal facilities and capital funding for upgrades and improvements as necessary. Such short-term investment now can preclude the need for more substantial and costly improvements in the long term.

The city should also develop recommendations for capital improvements for other public and quasi-public entities in the City such as NJ Transit, Union County and the utility companies. These entities impact upon the City facilities, and therefore, coordination is a key component.

Finally, efforts should be made to work cooperatively with surrounding municipalities since many issues affecting Summit are regional in nature. This is particularly the case with respect to public utility issues since the City will be faced with addressing significant technological changes in the future.

The recently completed City Strategic Plan, which is an element of this Master Plan, sets the action plan that addresses community facility needs. It is recommended that the strategies and performance measures detailed in the Strategic Plan should be implemented.

V. RECREATION AND OPEN SPACE PLAN ELEMENT

OVERALL POLICY STATEMENT

The City of Summit is committed to continuing to provide its residents with quality open space, recreational facilities and programs. The Summit Board of Recreation currently operates seven (7) parks, a nine (9) hole golf course, a community swimming pool and numerous programs for the benefit of community residents. The City's goal is to ensure that adequate facilities and programs will continue to be sufficient for current and future residents. Where possible, properties should be considered for acquisition in order to expand active and/or passive recreational opportunities and provide for additional open space. In addition, the City will work closely with the County of Union in pursuing its goals to acquire and preserve open space, as detailed in the 1999 Union County Master Plan Open Space and Recreation Element.

INTRODUCTION

The City currently has over 140 acres in recreation and open space and provides a wide array of recreational opportunities to its residents, both in terms of facilities and programs. In addition, the City's cooperative relationship with the Summit Board of Education allows for the use of many school facilities for numerous athletic activities. However, trends in recent years are now beginning to result in extreme pressure on existing facilities. Population and school enrollment increases, greater emphasis on health and fitness, and, most significantly, the tremendous growth of youth sports participation are key factors. In particular, the growth of participation among girls over the past decade has played a significant role in this trend. This added strain on recreational facility usage due to sports participation also places additional pressure on City recreation staff.

PLANNING BASIS

Recreation and open space are vital elements in a community's overall quality of life. As such, it is a key component of the Master Plan. Clearly, the use of land for recreation within a municipality is a significant land use issue also affecting traffic issues and environmental issues. The Municipal Land Use Law authorizes the preparation of "a Recreation Element showing a comprehensive system of areas and public sites for recreation". As important as identifying areas appropriate for recreation is in an understanding of how and to what extent various recreational facilities are utilized and how effectively they serve the community. The manner in which facilities are programmed and staffed is a critical element in determining present and future needs.

EXISTING FACILITIES

City of Summit

The Summit Board of Recreation was founded in 1925 and operates and maintains the following seven parks and recreational facilities. The seven sites contain 79 acres.

- Mabie Memorial Playground - located at 28 Summit Avenue and adjacent to the Village Green, is the oldest of the Board's facilities having been dedicated in 1926. This park, renovated and modernized in the 1990's, consists of two areas and contains a playground, two basketball courts and bocce courts.
- Memorial Field – located at 5 Myrtle Avenue, is the largest community park in the City consisting of 25 acres. This park contains a baseball field, two softball fields, three soccer fields, two outdoor basketball courts, four shuffleboard courts, a playground area, picnic area, an outdoor roller skating area, tennis courts, a field house and service building. The field house and service building were built in 1927. The field house is a two-story building of over 6,000 square feet containing Board of Recreation offices, storage space, lockers and restroom facilities. The service building is used to store maintenance vehicles and equipment and is approximately 2,000 square feet in area. Parking is limited, with overflow parking permitted at the Brayton School that is adjacent to the park.
- Summit Recreation Center and Park – located at 100 Morris Avenue, was opened in 1954. The park consists of approximately seven acres and contains a softball field, an athletic field, playground area, a restroom/storage building and a recreation center. The recreation center is a single-story structure containing approximately 7,500 square feet, including offices, meeting rooms, a gymnasium of 4,000 square feet, locker and shower facilities, storage rooms and a kitchen. The structure is undergoing substantial rehabilitation and will serve as the City's senior citizen center. Parking is available on site. Careful scheduling of activities results in the parking being barely adequate. The need to implement the planned expansion of the parking lot is now particularly acute due to increased usage. Construction in early 2001 will allow all Board of Recreation offices to be transferred by Fall 2001 to this site.
- Tatlock Field – located on Butler Parkway opened in 1961. This park contains a total of 30 acres, 15 of which is devoted to active recreation, while the remaining 15 acres is undeveloped and wooded open space. The park contains a football stadium, a quarter mile all weather track with bleachers, several multi-purpose practice fields, a softball field, basketball court, playground area, four lighted tennis courts and a field house. The field house contains offices, storage areas, utility room, training room, locker, shower and restroom facilities, in a 3,400 square foot building.

- Summit Municipal Golf Course – located at 189 River Road was opened in 1967 and consists of 13 acres. This 9-hole course is reserved for city residents, city taxpayers, and their guests. The course is open from March to November. During the winter months the pond is used for ice-skating. There are 49 parking spaces on the site, a 1,353 square foot pro shop and a restroom building.
- Summit Community Swimming Pool – located at 100 Ashwood Avenue on an 11-acre site was opened in 1972. The main pool is 50 meters in length and 75 feet wide, with a diving bay. The facility also contains a kiddie pool concession stand, picnic area, and various sports courts including basketball, shuffleboard and volleyball. The bathhouse is over 4,600 square feet and contains showers, locker rooms and dressing rooms, pool equipment filters, and chlorination facilities. The facility is open on weekends from Memorial Day to Labor Day and weekdays when school is out. It is open to residents, taxpayers and their guests. Parking is provided by a 240-car parking lot. When needed, overflow parking can be accommodated at the nearby Jefferson School lot.
- Wilson Park – located on Beekman Terrace opened in 1975 on 11 acres. The park contains two lighted paddle tennis courts, a playground, baseball and soccer fields, a basketball court, gymnasium, a nature area, storage and lavatory buildings.
- The City has recently developed a playing field in the Watchung Reservation, on Glenside Avenue, pursuant to an agreement with Union County.

The Board of Recreation Commissioners also provides the following programs and activities to the community:

- Kindergarten arts and crafts
- Kindergarten gym
- Karate
- Youth football
- Youth volleyball
- Golden age senior group
- Senior group tournament
- Youth tennis
- Adult tennis
- Adult and youth golf clinics
- Summer playground camp
- Blacktop basketball
- Football camp
- Girls softball
- Men's fast pitch softball

- Men's slow pitch softball
- Cheerleading
- Youth basketball
- Boys and Girls traveling basketball
- Youth wrestling

County Parks

Briant Park

Briant Park is located in Summit and Springfield Township and consists of approximately 30 acres. A greenway connects the Park to Hidden Valley Park to the southeast. The Park contains a variety of facilities including a pond open for seasonal ice skating and fishing, several picnic areas, athletic fields and a fitness trail. The 1999 Union County Master Plan Open Space and Recreation Element (County Master Plan) recommends various maintenance upgrades, new landscaping, a new restroom building, a new tot lot, two new picnic areas and a 20-car parking lot.

Hidden Valley Park

Hidden Valley Park, which is 70 acres in size, is located in Summit and Springfield Township. The Park is largely undeveloped and is adjacent to the Summit municipal pool complex off of Michigan Avenue. The County Master Plan recommends a new 10-car parking area, a new picnic area and construction of foot trails and signage.

Passaic River Park

Passaic River Park is essentially an undeveloped linear park along the Passaic River that contains about 133 acres in Summit, Berkeley Heights and New Providence. The majority of the park network is in its natural state and has no facilities. Recommended park repairs and new facilities identified in the County Master Plan include demolition of Ficchi's garage, new landscaping, new foot trails, new waterside decks and seating along the river and a picnic area. This undeveloped park offers the further opportunity to develop playing fields.

Watchung Reservation

The Watchung Reservation contains 2,000 acres and spans six municipalities in the County, including Summit. It has a wide variety of recreational facilities, including riding stables, the Trailside Nature and Science Center, over 26 miles of bridle trails and over 40 miles of hiking trails. The County Master Plan recommends a wide array of new park facilities and repairs. The City is expected to undertake a feasibility study of biking facilities that could serve all or a part of County park facilities.

Private Recreation Facilities

Canoe Brook Golf Course

The Course, which is located in both Summit and Millburn, has historically been used a golf course. The portion in Summit is 120 acres in size and is located in the northwest corner of the City.

Beacon Hill Club

This 9-acre site contains a tennis club, pool and ice hockey facility. It is located in the R-43 zone.

Summit Tennis Club

This almost 3-acre facility is used for tennis and is located in the R-15 zone.

Other Existing Facilities

- The Reed-Reeves Arboretum – is located at 165 Hobart Avenue on 12.6 acres of land. The property was formerly a private estate with a three-story house, two-story garage with an apartment, a single car garage, stable building and greenhouse. There is an active environmental education program.
- The Village Green – located at the Summit train station, near the Central Retail Business District. This area serves as a “gateway” and provides valuable open space and passive use areas in the City’s most intensely developed area.

Implementation

The provision of open space and recreation facilities are critical elements in maintaining and enhancing the quality of life of City residents. The City is committed to maximizing the open space and recreation facilities, to the extent feasible. In order to implement the goals and objectives of this Master Plan, particularly as they relate to open space and recreation, the following are recommended:

Upgrade of Existing Facilities

The existing parks network should be maintained and upgraded where necessary. The six-year capital plan proposes a study of the conditions of playing fields and estimates for the cost of rehabilitation and improvements. A study is also proposed to evaluate the need for adding other improvements to the Recreation Center on Morris Avenue.

Creation of Physical Connections

The City should explore opportunities to create physical links among residential neighborhoods, City parks and the County park system. In particular, the right-of-way along the Rahway Valley rail line can connect residential neighborhoods in East Summit to both Briant and Hidden Valley Parks. The City’s proposed bike and pedestrian safety study may open up some opportunities for new links.

Proposed Acquisition of Additional Open Space

In addition to the existing open space/recreation parcels previously identified, 12 parcels are identified on the Open Space and Recreation Plan Map. The following two criteria were used in designating a parcel as proposed open space:

- Those public parcels, not yet designated as open space, but that the City should consider securing through a combination of public/private funds and/or grants, should they become available.
- Those few remaining parcels of vacant land, public or private, which would benefit the surrounding neighborhood if they could be acquired through public or private funds and/or grants for recreation or open space.

By placing these parcels on the Open Space/Recreation Plan Map, the City is given the option of purchasing or leasing these properties in accordance with the Municipal Land Use Law. The final decision as to whether to acquire or lease back any of these parcels lies with the Common Council. Designation of these properties on the map does not eliminate the underlying zoning and does not restrict the approval of a development application. It does, however, provide the City with the option of purchasing the property at fair market value for up to 12 months after any development approval.

The following 12 parcels are designated on the Open Space/Recreation Plan Map:

1. *New Jersey American Water parcel:* This 70-acre parcel owned by New Jersey American Water Company is located along Glenside Avenue. It contains pumping stations and is essentially forested land. The site is designated in the adopted 1992 State Development and Redevelopment Plan (State Plan) as a Critical Environmental Site (CES). The Union County Master Plan has recommended this site as one of 9 sites for acquisition by the County. The site is identified as a conservation area. Further, a conservation easement may be appropriate for aquifer protection.
2. *Duke Holt/Landmark property:* This 5-acre parcel is also located along Glenside Avenue and is surrounded by the Watchung Reservation. As noted in the Union County Master Plan, the topography (i.e. steep slopes) "is not conducive to development and construction would be detrimental to the natural environment." The site is one of 9 sites recommended in the Union County Master Plan for acquisition. The site is identified as a conservation area.
3. *Strip of property along Passaic Avenue:* The property lies between two NJ Transit rail lines east of Passaic Avenue. It is contiguous to County-owned parkland associated with the Passaic River Park. The site was designated a Critical Environmental Site (CES) in the adopted State Plan.

4. *The Dell:* This parcel is located between NJ Transit's Morristown Line and Edgewood Road. The flag shaped property is accessible from Edgewood Road, a residential street. It is a wooded area with steeply sloping lands, which extend toward the railroad. The site was designated as a Critical Environmental Site (CES) in the adopted State Plan.
5. *Wilson School property:* The property, which is located on Beekman Terrace, contains the Wilson School that is no longer in use as a public school facility. It is currently leased to Summit Child Care Center and the gym is used by the City Recreation Department. The parcel is adjacent to Wilson Park. Parking is shared between the Park and the Child Care Center.
6. *Red Cross property:* The Red Cross property on Springfield Avenue is surrounded by Wilson Park and would "square off" Wilson Park and would be a logical expansion of Wilson Park.
7. *Railroad right-of-way off the main line from Broad Street to the Springfield border:* The abandoned railroad right-of-way that traverses the Celanese property would connect a number of residential neighborhoods with the two County Parks (Briant and Hidden Valley).
8. *Italian American Club property off of Morris Avenue adjacent to the railroad right-of-way:* This 1-acre property is adjacent to the railroad right-of-way.
9. *Overlook parking lot at the corner of Morris Avenue and Mountain Avenue:* This 5-acre parcel could provide open space/recreation facilities for the surrounding residential neighborhoods.
10. *Schering property adjacent to training center on Morris Avenue:* This parcel, which abuts the adjacent residential neighborhood, could serve as a buffer to the commercial area along Morris Avenue and be used as passive open space area.
11. *Transfer Station property:* The parcel, which is located on New Providence Avenue, is leased from the Union County Park Commission and is used as a transfer station for refuse and disposal/recycling area for brush, grass, clippings and leaves. The site is surrounded by the Passaic River Park operated by Union County and provides attractive facilities for a Summit baseball complex of fields.
12. *Parcel on River Road:* This 1-acre parcel contains a vacant house and is currently in foreclosure. This parcel is adjacent to the Passaic River Park and can provide a connection from the Passaic River Park to River Road.

VI. CONSERVATION PLAN ELEMENT

OVERALL POLICY STATEMENT

Proper land use planning and land management requires a balance. Social systems, community needs, economic development factors and natural ecological systems all combine to impact local and regional land use policy issues. The Conservation Plan Element provides an opportunity for a community to express its concerns for preservation and conservation of natural resources. Now more than ever it is vital to recognize the impact and value that natural areas, natural resources and environmental features have on the overall quality of life in the community.

INTRODUCTION

If Summit is to maintain its character as a small residential city, the preservation of its limited remaining open spaces and environmentally sensitive features is critically important. Such measures can help protect groundwater supplies as well as provide a means to further stabilize neighborhoods from encroaching development. Conservation measures are also important in highly developed areas – like the CRBD and its vicinity. Measures such as emphasis on street trees and shade tree installation can play a significant role in improving aesthetics. Improvements to and maintenance of the Village Green and other public properties also are important conservation measures.

PLANNING BASIS

The Municipal Land Use Law does not mandate that a Master Plan contain a Conservation Plan Element. However, the ever-increasing emphasis on the environment and its importance in our lives has resulted in the Conservation Plan Element becoming an important component of a Master Plan. Specifically, the Municipal Land Use Law states the following regarding the Conservation Plan Element.

“Providing for the preservation, conservation and utilization of natural resources, including, to the extent appropriate, energy, open space, water supply, forests, soil, marshes, wetlands, harbors, rivers, and other waters, fisheries, endangered or threatened species, wildlife and other resources, and which systematically analyzes the impact of each other component and element of the Master Plan on the present and future preservation, conservation and vitalization of those resources.”

INVENTORY AND ANALYSIS

While Summit is a substantially developed community, there are a number of areas of the City that represent important opportunities for conservation measures.

Areas such as schools and developed park properties provide much needed areas for both passive and active recreational opportunities. Although these areas are not typically valuable for their natural resources, they do provide space for residents to enjoy outdoor recreation.

More natural areas of Summit include the lands along the Passaic River, the Watchung Reservation and the lands of the New Jersey American Water Company along Glenside Avenue. In addition, there is an undeveloped 5.3-acre tract of privately owned land along the northern side of Glenside Avenue that is surrounded by the Watchung Reservation and contains steep slopes.

One of the ways in which the City can be most effective in protecting environmentally sensitive and valuable areas is its ability to review land development applications. In addition to state regulations effecting development in or near wetlands and stream corridors, the City has the ability to further protect the environment through other regulations. Local development standards such as building setbacks, lot coverage limitations, floor area ratios, steep slope regulations, dwelling unit density, soil removal limitations and tree preservation standards help to further limit disturbance and impacts to the natural environment.

The City recently adopted a steep slopes ordinance that regulates development on steep slopes (defined as slopes of 15 percent or greater). The purpose of the ordinance is “to provide for reasonable control of development within the steep slopes area of the City in order to minimize the adverse impact caused by development of such areas including, but not limited to, erosion, siltation, flooding, surface water runoff and pollution of potable water supplies from point non-point services.”

Further, the City recently adopted a Community Forestry Management Plan. The goal of the Plan is to inventory, replace, supplement and maintain the shade trees along the City streets and in parkland.

IMPLEMENTATION PLAN/RECOMMENDATIONS

The City of Summit can establish significant and effective standards, regulations and policies designed to conserve land and the City’s important natural features. It is recommended that:

- The City should continue to work with State and County agencies in an effort to acquire or otherwise preserve the remaining undeveloped land in the City. In particular, an effort should be made to have the County acquire the two tracts of land along Glenside Avenue that are targeted for priority acquisition in the Union County Open Space Plan. These parcels, the Water Company and Landmark sites are surrounded by the Watchung Reservation and contain mature woodlands, steep slopes and wetlands.

- The City should work with Union County to evaluate recreational uses for existing county open space, i.e. the Transfer Station.
- The City in coordination with the Environmental Commission should prepare a Natural Resources Inventory that identifies the type, location and extent of environmental features in the City.
- The City should review its current development regulations to ensure that the regulations protect natural resources and environmentally sensitive areas. In particular, standards for dwelling unit density, soil removal, steep slopes, tree preservation and storm water management should be analyzed and modified where appropriate.
- The City should review its current policies and methodologies in the use of pesticides, fungicides and herbicides in its parks and on all other public lands. Best management practices (BMP) such as integrated pest control should be considered. In the case of the municipal golf course, BMP's should include careful fertilizer use. The City should also work with the counties of Union and Morris to coordinate pest control efforts and to encourage that they also employ the most appropriate management practices.
- The City should continue to balance the growing need to provide adequate active recreation facilities with the need to preserve land for passive use and purely conservation purposes. Care must be taken to wisely analyze improvements to park areas.
- The City should work closely with owners of developed and/or abandoned properties where contamination may have occurred. Adequate and appropriate remediation plans should be prepared and implemented, where appropriate.
- The City should implement the recently adopted tree/conservation/management program.

VII. HISTORIC PRESERVATION PLAN ELEMENT

STATEMENT OF PURPOSE

The New Jersey Municipal Land Use Law encourages the preservation of historic sites and districts, and it is with this foundation that the Historical Preservation Plan Element is prepared. In NJSA 40:55D-2, the following language is found as one of the purposes of the Municipal Land Use Law:

j. To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the State and to prevent urban sprawl and degradation of the environment through improper use of land:

The Planning Board of the City of Summit embraces the goals included in the Municipal Land Use Law and further states the following objectives and policies related to the conservation of historic sites and districts:

1. That it is in the public interest to identify and conserve sites and districts of historic interest.
2. That the designation of historic sites and districts take into consideration not only the age of a structure, but its historic, cultural, sociological, archeological or architectural significance from a local, regional, statewide or national perspective.
3. That the inclusion of an historic site or district in this Historic Preservation Plan Element of the Master Plan be based on the prior identification or formal designation of such historic site or district by the Historic Preservation Commission (HPC) and Common Council of the City of Summit.
4. That in the review of all applications for development which involve historic sites or districts, and any sites or districts which have been identified in this Plan Element as potential historic sites or districts, every effort be made to preserve the integrity of such sites or districts. The Department of Interior Standards, along with other relevant preservation standards, should be used as guidelines for review of applications for development.
5. That the cause of historic preservation be encouraged and through it the protection of the City's historic, cultural, sociological, architectural and cultural heritage, with special attention given to preserving the indigenous historical character, the architecturally significant structures reflective of this character, and the culturally significant symbolic qualities of older structures and sites.
6. That the City expresses an admiration for, and encourages an understanding of, the social, economic and physical forces that created the local physical form and the design of its structure, and the uniqueness of its sites.

7. That historic preservation is viewed to embrace the general principles and processes of community planning and community design, through which certain social, economic, civic and aesthetic values from historic, architectural and cultural resources are identified within a context of community growth and development.
8. That in recognition of the continued and competing forces of growth and development and the vulnerability of the City's historic, architectural and cultural heritage to these forces, the City is desirous of creating a balance in growth that assures the protection of its outstanding historic, architectural and cultural resources.
9. That in acknowledging that certain social, economic, physical and political constraints will prevent efforts to preserve all significant structures, the City nevertheless seeks to protect resources which have intrinsic merit, aesthetic value or evoke feelings of community loyalty and consciousness of the past through a sense of time, place or identity.
10. That in recognition of the future opportunities for preservation, the City determines it to be advantageous to foster the preservation of its historic, architectural and cultural resources, and that in furtherance of this objective, a study of certain enabling provisions and protective measures should be undertaken.
11. That in promotion of the values and opportunities of historic preservation, the City can facilitate public and municipal participation in the historic preservation process, and that it can continue to rely on the HPC for guidance and advice and to continue its efforts to educate the public about the value of preservation.

HISTORIC BACKGROUND OF SUMMIT

Summit earned its name not because of its elevation (a modest 500 feet above sea-level at its highest elevation) but rather because it was the height of good living – offering its residents an outstanding suburban community consisting of commercial and public buildings, estates and homes of notable architectural integrity. During the Victorian era it evolved into a desirable upscale community for New York commuters – initially as a summer destination and then as a year round community for business professionals -- which it has remained. Unlike other communities that attract residents because of natural resources (such as beaches or lakes) Summit's attraction is its historic buildings and responsible new development coupled with its ease of access to New York City.

Initial research provides at least five periods of development in Summit (these dates and designations are approximate):

1. Colonial and Early Federal Period, c. 1740-1840
2. Early Railroad Period, c. 1840-1870

3. Resort and early Suburbanization Period, c. 1870-1920
4. Modern Suburbanization Period, c. 1920-2000
5. Twenty-first Century Redevelopment

Early History and Development:

Settlers arrived in the early 1700s, most of whom were farmers and the area remained sparsely populated until the 18th century. By the late 18th century, farmsteads could be found along River Road, the Morris Turnpike, Springfield Avenue and several other roads. The vicinity known as the “Heights Above Springfield” was located on the southern slope of the first Watchung Mountain and by the early 19th century became known as “Deantown” named after the Dean family, one of the original settlers. Deantown is one of 12 historic districts.

During the Revolution the area of Summit was strategic due to its elevation. Colonials could survey British troop movements and a signal station to warn of British advances was maintained.

Nineteenth Century Summit

The development of the railroad in the late 1830s had a tremendous impact on Summit. At the corner of Maple Street and Union Place, the business district evolved beginning with William Littell’s combination store, station and post office. Hotels began cropping up in 1858, however it was not until the post-Civil War period that development began in earnest. This later period saw the initiation of significant residential construction when affluent New Yorkers began to build summer residences in Summit. Eventually they would decide to make the community a permanent home. Large estates, hotels and boarding houses provided urbanites with a welcome retreat. Summit’s identity became official at about this time when it was created a Township in 1869.

Through the 1850s, development in Summit was linear, along early roads between rides and over hills; in 1870s clustered development occurred in the central business district, including churches, stores and passenger and freight train stations. By 1900 houses built in fashionable Victorian styles lined old and new streets on both sides of the railroad, which bisected Summit. At this time, Summit’s development included large estates and scores of houses of various sizes. Many of the estates have been lost to redevelopment, however a majority of the “turn-of-of-the-century” building stock remains.

The Early Twentieth Century

By 1900 Summit was well established as a year-round, suburban commuter community and was incorporated as a City in 1899. Many public, religious and private institutions were established, adding to the stature and desirability of the community.

Although domiciles of every size are found in the municipality, circa 1900 Summit established its reputation as an affluent, upper middle class community of professionals, a reputation it still maintains even though not all neighborhoods are pretentious. In the early 20th century homes were constructed in fine Colonial Revival, English Tudor Revival and other 20th century revival architectural styles.

The railroad was reconstructed to be below grade in the late 1880's. After which, Springfield Avenue, Summit's "Main Street" became the site of several substantial commercial buildings and the c. 1884 VanCise Building (Summit Opera House). Large apartment buildings were erected during this era of intense suburbanization, often at the expense of Victorian structures.

Twenty-first Century Redevelopment

Having evolved through the modern suburbanization period, Summit has become an established and mature city. The majority of the residential neighborhoods surrounding the city center have expanded to the limits of their growth potential. Vacant residential land within the city limits is scarce; and the process of renovating and expanding existing residential properties is continuing.

A similar condition exists in the downtown Central Retail Business District where many of the older, original buildings have been renovated, some buildings more than once. Several of the older buildings in this district have undergone adaptive reuse and now house offices, specialty shops, banks, restaurants and the like. The majority of the buildings in this district have had their ground floor street facades altered to reflect these modern uses. Remarkably, the upper floors of many of them remain intact and in character with the original design intent. It is during this coming phase of redevelopment of the city that careful planning and attention must be paid to recognizing and restoring, where appropriate, the architecturally historic elements of the city's downtown.

NATIONAL AND STATE REGISTERS OF HISTORIC PLACES

There are two sites that are listed on the National and State Registers of Historic Places. These include the following:

- The Clearing (Reeves Reed Arboretum)
165 Hobart Avenue (listed in 1993)
- Twin Maples
8 Edgewood Road (listed in 1997)

In addition, the Old Town Hall at 71 Summit Avenue received a Certificate of Eligibility in 1997. Further, the Brough Funeral Home at the corner of Springfield and Morris avenues received a SHPO Opinion in 1976. Finally, the Downtown Historic District received a SHPO Opinion in 1990.

UNION COUNTY HISTORIC SITES SURVEY FOR SUMMIT

In the late 1980's, under the auspices of the Summit Historic Preservation Advisory Committee, the Historic Sites Survey Committee of the Union County Historic Sites Advisory Board conducted a survey of historic sites in Summit for the purpose of identifying sites of historic significance. The Cultural Resources Survey identified 12 historic districts and 44 individual sites as historically significant. The identified districts are depicted on the Historic Districts and Sites Map. The districts are as follows:

- Silk Mill I
- Silk Mill II
- Beekman Terrace
- Kent Place Boulevard
- Northside
- Prospect Street
- Hobart Avenue
- Summit Home Land Co.
- Civil Center
- Morris Avenue
- Mountain/Oak Ridge
- Deantown

The criteria used in the selection of sites to be included in the survey were whether the sites were:

1. Important to the general development of the area and the unique cultural heritage of their communities.
2. Significant examples of an architectural style or period.
3. Representative examples of vernacular architecture of the area.
4. Associated with important persons or groups, with a social or political movement, or with an historical event.
5. Significant examples of structural or engineering techniques.
6. Significant in their setting, such as landscaping, planning, or other aspects of the environment, either natural or manmade.
7. A cohesive grouping of sites which meet one or more of the above criteria, so as to justify an historic district, or thematic grouping of sites.

Summit's Historic Preservation Commission has utilized the Union County Historic Sites Survey to identify Summit's historic sites and districts.

SUMMIT'S PROGRAM FOR PROTECTION OF HISTORIC SITES AND DISTRICTS

The Historic Preservation Commission is implementing Summit's program for protecting its historic sites and districts within the framework of its historic preservation ordinance. The program comprises the following major elements:

- Formal designation of the 44 historic sites (see Appendix A) and the 12 historic districts previously named in the 1988 and 1994 Master Plans based upon identification in the Cultural Resources Survey. The Historic Preservation Commission maintains extensive listings of sites and districts, supported by documentation. As part of the local designation process, this Plan recommends the designation of the above referenced 12 districts and 44 historic sites.
- Review and comment on all referred building permit applications of buildings 50 years old or more in the 12 designated historic districts and buildings on the list of 44 designated historic sites including the Civic Center Historic District.
- Recommendation that a "letter of introduction" be sent to the homeowners of the 44 designated historic sites advising them to consult with the Commission before considering exterior alterations/additions to their home or building. This letter of introduction is particularly important in the case where demolition is being considered. It would contain general educational and advisory information regarding the Master Plan "community design plan" and would be suggested as a design aid for the homeowner or architect's benefit. In addition, it could contain suggestions about where to find further information like the following: (i) distinctive characteristics of a type, period or method of construction, architecture or engineering; (ii) elements of design, detail, material or craftsmanship.
- Continue to review and render advisory comments on all planning and zoning board applications. Voluntary compliance is encouraged for the sake of good community design as well as preservation of significant structures.
- Recommendation that consideration should be given to expanding the Civic Center Historic District from east to west along Springfield Avenue between Summit and Morris Avenues; and, from north to south along the side streets of Beechwood Road, Maple Street and Woodland Avenue between DeForest and Morris Avenues. For such action to be recommended, the Union County Office of Cultural and Heritage Affairs should conduct an in-depth Cultural Resources survey.
- The Commission in consultation with appropriate Boards and City agencies should develop standards, procedures and accompanying forms and expanded design guidelines integrating its review of zoning and planning board applications with the review process within City government.

Specific areas of concern which needs to be addressed include demolition and “as of right “ alterations.

- The standard used by the Historic Preservation Commission in all cases of review and advice is the Secretary of the Interior’s Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings and other accepted preservation guideline standards. Presently, The Good Neighbor Guidelines, a Primer for Preservation, Restoration & Renovation, is used by the Commission.
- Consideration should be given to allowing some flexibility in use, occupancy or other aspects of site development if it is determined that such ordinance amendments would serve to encourage preservation or restoration efforts. As with all other aspects of historic preservation, any zoning incentives should be carefully conceived and coordinated with the Historic Preservation Commission to ensure full agreement on their potential benefit prior to implementation.
- Any financial incentives through grant or loan programs should be identified and promoted through the public education process; incentives should include tax credits for preservation of facades.
- Other aspects of the program should be carried out within the advisory educational and informational functions of the commission.

COMPATIBILITY OF HISTORIC PRESERVATION PLAN ELEMENT WITH OTHER ELEMENTS OF THE MASTER PLAN

The Municipal Land Use Law requires specific findings concerning the impact of each component and element of the master plan on the preservation of historic sites and districts. The following sections identify each of the master plan elements and their impacts:

- Land Use Plan Element: The basic approach used in the development of the Land Use Plan is to reflect the pattern of existing development and to preserve the integrity of existing established neighborhoods. Most of the sites are single-family residences located in single-family residential districts, so the Land Use Plan does not present any negative impacts on preservation efforts.
- Housing Element: None of the historic sites or districts are identified as a part of the potential development of affordable housing in the Housing Element, and as such there is no impact on the Historic Preservation Plan Element.
- Traffic Circulation Plan Element: Certain road and intersection improvements are recommended as a part of the Traffic Circulation Plan. Where such improvements are located near identified historic sites, careful attention must be given to the preservation of the identified site, with design accommodations made as necessary to accomplish this goal. Based on the goals, objectives and recommendations contained in this element of the Master Plan, there will be no negative effect on the Historic Preservation Plan Element.

- Conservation and Recreation Plan Element: This element has no negative impact on the Historic Preservation Plan Element since the identified historic sites are located in areas that will not be impacted by any aspects of this Plan.
- Community Facilities Plan Element: There are no proposals in the Community Facilities Plan that are inconsistent or incompatible with the objective of preserving historic sites and districts.

CAPITAL IMPROVEMENT PROGRAMMING

To the extent that any of the identified public properties are scheduled for improvements by other governmental entities or in the capital improvement program, effective coordination should be provided with the Historic Preservation Commission and the Planning Board to ensure protection and preservation of the essential historic elements of the sites.

APPENDIX A
CITY OF SUMMIT
INDIVIDUAL HISTORIC SITES

315 Ashland Road, Josiah Doty House
35 Beekman Road, "Breezecrest"
44 Blackburn Road, "Stoneover"
16 Briant Parkway, Briant House
50 DeForest Avenue
76 Division Avenue, Smythe House
2 Kent Place Boulevard, Summit Opera House
115 Kent Place Boulevard, "Ivyholm"
196 Kent Place Boulevard, "Melrose Cottage"
199 Kent Place Boulevard, "Linda Vista"
5 Madison Avenue, Barbery Corner"
50 Maple Street, Littell Store
67 Maple Street, YMCA
308 Morris Avenue, St. Theresa's Church (Sacristy)
326 Morris Avenue, St. Theresa's Church
326 Morris Avenue, Suburban Garage
21 Oakley Avenue
50 Passaic Avenue
73 Passaic Avenue, Elkwood Railroad Station
107 Passaic Avenue, "Amber Lodge"
146 Passaic Avenue, Broadwell House
73 River Road, Sayre Tenant House
90 Butler Parkway, Benjamin Carter House
100 Summit Avenue, Gullamerian Building
175 Springfield Avenue, Hayes-Briant House
342 Springfield Avenue, Commercial Building
350 Springfield Avenue, Colonial Hall
365 Springfield Avenue, Melrose Building
367 Springfield Avenue, Summit Trust Company
395-97 Springfield Avenue, YMCA Building
396 Springfield Avenue, Wulff Block

401 Springfield Avenue, Post Office Building
431 Springfield Avenue, Hilary Building
535 Springfield Avenue, Risk House
570 Springfield Avenue, Summit Hotel
663 Springfield Avenue, McKirgan House
666 Springfield Avenue, "Cook's Folly"
700 Springfield Avenue, Young House
706 Springfield Avenue, "Holmdale"
706 Springfield Avenue, Hayes Tenant House
746 Springfield Avenue
785 Springfield Avenue, Clark-Windsor House
Tulip/New England Avenue, Summit Playhouse (Library)
20 Woodland Avenue, Beste House

VIII. RECYCLING PLAN ELEMENT

OVERALL POLICY STATEMENT

The City of Summit is committed to the continuation of its recycling program. The City Officials clearly recognize the long-term, community-wide benefits of a sound and efficient recycling program. The City recognizes that separating recyclable materials from the solid waste stream will extend the life of existing landfill facilities, conserve energy and valuable natural resources and increase the supply of reusable raw materials for commerce and industry.

INTRODUCTION

The City of Summit's recycling program is provided through the Division of Public Works. Residential curbside pick-up of recyclables is provided to all City residents. Residential areas are divided into two zones with pick-up twice a month, occurring on alternate Thursdays. Businesses with the City are required to arrange for private contractors to collect their recyclables. It is also recognized that recycling will reduce demands on resource recovery facilities which will, in turn, result in significant cost savings at all levels of government.

PLANNING BASIS

In accordance with 40:55D-28(12), a recycling element incorporates the State recycling goals, including provisions for the collection, disposition and recycling of recyclable materials designated in the municipal recycling ordinance and for the collection, disposition and recycling of recyclable materials within any development proposal for the construction of 50 or more units of single-family residential housing or 25 or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land. The City's recycling ordinance is consistent with the New Jersey Statewide Mandatory Source Separation and Recycling Act of 1987, as amended.

INVENTORY AND ANALYSIS

The City of Summit's recycling program is comprised of a curbside residential collection and a residential drop-off at the compost/recycling center located on New Providence Avenue. Items recycled curbside for residential areas are newsprint, mixed paper, corrugated containers, glass, plastic, aluminum, bi-metal cans and household batteries. The City also provides a curbside corrugated container collection program within the City for businesses.

The City's compost/recycling center accepts the following items: newsprint, mixed paper, corrugated containers, glass, plastic, aluminum, bi-metal cans, light metal white goods, appliances containing cfc's, propane cylinders, batteries, lead acid, motor oil, concrete, bricks, asphalt, unpainted and untreated clean wood scraps, brush, logs, grass, leaves and certain fluorescent tubes. Recyclables are also collected from containers located within the Central Retail Business District, made available for shoppers and pedestrians.

The City annually compiles data on the tonnage of recyclables collected. Business owners are required to report tonnages of materials generated within the City limits. Tonnage reports are compiled and submitted to the State Department of Environmental Protection each year. The data was then submitted to the State Tonnage Grant Program, which then awarded funds to municipalities. (However, the program has not been renewed since 1996.) The data collected is still useful in that it provides a means by which program effectiveness can be measured. Over the past five years the City's tonnage quantities are as follows:

1999	35,626.32 tons
1998	19,703.28 tons
1997	11,511.01 tons
1996	14,670.03 tons
1995	13,633.10 tons

IMPLEMENTATION PLAN AND RECOMMENDATION

1. The City should continue to promote the local and statewide benefits of recycling and continue to expand and enhance its programs.
2. The Zoning Ordinance should be amended to establish and implement standards for the location, design and maintenance of on-site trash/recyclable enclosures. The purpose should be to ensure that adequate and safely designed and located space is incorporated into any site plan application.
3. The City should continue to pursue the State of New Jersey to re-institute the tonnage grant reimbursement program in order to offset local costs in implementing this State-mandated program.
4. The site plan and subdivision review checklists contained in the City's Development Regulations Ordinance should be amended to require that plan submittals include provisions for recyclable storage facilities.

5. The Development Regulations Ordinance should be further amended to specify that all site plan and subdivision applications be reviewed by the City's recycling coordinator to ensure that adequate and safe facilities have been provided.

IX. COMPATIBILITY WITH OTHER PLANNING EFFORTS

INTRODUCTION

The Municipal Land Use Law requires that all municipal master plans consider the relationship of the master plan to plans of contiguous municipalities, County plans and the New Jersey State Development and Redevelopment Plan (SDRP). The intent is to coordinate planning and land use activities among communities and to reduce potential conflicts.

ZONING OF ADJACENT MUNICIPALITIES AND COUNTY

The master plans and zoning ordinances of all municipalities bordering the City of Summit were examined to determine compatibility with Summit's planning policies. The current zoning of surrounding municipalities is compatible with minor exceptions.

Chatham Borough

Chatham Borough is located along Summit's northern boundary. The land east from Chatham Township's border is zoned Conservation. The land between the Conservation district and Watchung Avenue is zoned M-3, Industrial. Adjacent to the M-3 zone is another industrial district, the M-1 zone. South of Summit Avenue is a small Affordable-Housing district, AFD-2. Southeast of the AFD-2 zone is another Conservation zone. Between the Conservation district and the Millburn border is a B-5 Business district.

Overall, the Summit Master Plan is compatible with Chatham Borough's current zoning. Chatham's Conservation district abuts Summit's R-43 zone. The Borough's B-5, M-1 and AFD districts abut Summit's LI and RO-60 industrial districts. Chatham's M-3 zone abuts the city's R-43 zone and Chatham's Conservation area abuts Summit's R-10 zone.

Millburn Township

The town of Millburn is located on the eastern side of Route 24 along Summit's eastern boundary. The land north of J.F. Kennedy Parkway is zoned OR-1 with a minimum lot size of 5 acres. Proceeding south is land zoned B-1 for regional business. Located south of the business use are several residential zones, R-3, R-4 and R-5, ranging from a minimum lot size of 29,000 square feet to one acre. The land from the R-4 district to the Springfield Township border, south of Hobart Gap Road is zoned B-2.

Overall, the Summit Master Plan is compatible with Millburn's current zoning. Millburn's OR-1 abuts Summit's RO-60, both having similar uses. Millburn's R-3 through R-5 zones abut Summit's R-15, R-25 and R-43 zones, all having respectively similar densities. Finally, Millburn's B-1 zone abuts Summit's R-15 and R-25 zones and Millburn's C, Conservation zone, abuts Summit's R-43 Single-Family zone.

Springfield Township

The boundary of Springfield Township and Summit stretches from just west of the intersection of Route 78 and Summit Road to the intersection of Broad Street and Route 24. The OS-GU zone is located just north of Sylvan Lane in the northwestern corner of the Township. Proceeding east is the S-120 Single-Family Residential zone, which permits a minimum lot area of 22,000 square feet. Another OS-GU district is located adjacent to the S-120. North of the Parkway Valley Rail Road line is an O, Office zone. East of Orchard Street is the M-R, Multi-Family Residential zone. A small I-20 district that permits a minimum lot area of 20,000 square feet lies east of the M-R district. The G-C, General Commercial district that permits a minimum lot area of 7,500 square feet abuts the Millburn Township boundary.

The Summit Master Plan is relatively compatible with the Springfield Township current zoning. Two areas of potential conflict that exist are where Springfield's I-20 district abuts Summit's R-5 and R-6 districts and where Springfield's O district abuts Summit's R-6 district. The Summit Master Plan is compatible with that of Springfield's zoning where the S-120 district abuts Summit's R-10 district, with similar uses. Springfield's OS-GU district abuts Summit's Research Office use. Springfield's MF, Multi-Family district abuts Summit's R-6 district and Springfield's I-20 and G-C districts abut Summit's Research Office districts, all with similar densities.

Mountainside Borough

The boundary of Mountainside is located adjacent to Summit's southwestern corner in between Springfield and Berkeley Heights Townships. Located along the entire border of Summit is Mountainside's R-1 zone that permits a minimum lot area of 20,000 square feet.

The Summit Master Plan is generally compatible with Mountainside's zoning since both the R-43 district and Mountainside's R-1 have similar uses. Mountainside's lot area requirements, however are substantially lower than those established by the City of Summit.

Berkeley Heights Township

Berkeley Heights Township lies along Summit's southwestern boundary stretching south from just north of Club Lane to the Mountainside border. Berkeley Heights' R-20 district is located between Club Drive to Route 78. The permitted minimum lot area is 20,000 square feet. The land from the R-20 district to the Mountainside Borough border is zoned OL, Open Land.

The Summit Master Plan is compatible with Berkeley Heights' current zoning. Berkeley Heights' R-20 Residential district abuts Summit's R-15 Single-Family district, both having similar densities. Berkeley Heights' OL district abuts Summit's R-43 zone.

New Providence Borough

New Providence lies along Summit's western border, north of Berkeley Heights and south of Chatham Township. From just north of Club Drive to about Blackburns Road is New Providence's R-1 zone that permits a minimum lot area of 18,000 square feet. From Blackburns Road to Old Springfield Avenue is the R-2 district that permits a minimum lot area of 15,000 square feet. North of the R-2 zone are R-4 and A-3 districts that permit multi-family and affordable housing. The land from the A-3 zone to the Chatham Township border is zoned R-1.

The Summit Master Plan is compatible with New Providence's current zoning. New Providence's R-1 and R-2 zones abut Summit's R-15 zone with both having similar densities. Summit's Multi-Family zone abuts New Providence's R-4 and A-3 that permit multi-family and affordable housing.

Chatham Township

Chatham Township's border stretches from just north of New Providence Avenue to just west of Stanley Avenue. Its R-2A district, with a minimum lot size of 41,250 square feet, is compatible with Summit's R-43 zone. They both have similar densities. As a result of this comparison, the Summit Master Plan is compatible with Chatham Township's current zoning.

UNION COUNTY MASTER PLAN

The Land Use Plan Element of the Union County Master Plan was last revised in 1998. The County Plan describes the land use categories and the municipal zoning utilized throughout the County. Residential land is comprised of single-family, two to four families and multi-family residential development. The commercial designations include office, regional, community and neighborhood commercial districts and special development districts. Large Industrial areas are determined by municipalities by their use and can be categorized by light, medium and heavy industrial use.

The County Master Plan provides details regarding additional facilities in the County. With respect to Summit, the City has three County parks, one hospital and one private golf course. Within Summit, the County establishes residential, non-residential and open space/public use land use categories. Areas of office land use, including Research/Laboratory facilities, are also found in Summit.

The 1998 Union County Master Plan reflects the existing land development pattern and is substantially consistent with the City of Summit Master Plan.

NEW JERSEY STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The Summit Master Plan is generally consistent with the plans and policies of the New Jersey State Development and Redevelopment Plan (SDRP). The Plan's preparation process compared the planning policies among various governmental levels with the purpose of attaining compatibility among local, county and State plans.

According to the State Development and Redevelopment Plan, the City is almost entirely within the Metropolitan Planning Area (PA1). There is a central business district (CBD) that functions as a mixed-use core. The Canoe Brook Country Club is identified as PA5, Environmentally Sensitive Planning Area. The Watchung Reservation, Hidden Valley and Briant Parks are designated in the parks/open space category. Finally, the Reed-Reeves Arboretum and the area along the Passaic River are identified as Critical Environmental/Historic Sites (CEHS).

The intent of the PA1 Metropolitan Area is to create and maintain a high quality of life in the region through cooperative regional programs and processes that empower municipalities to act jointly. Communities in this Planning Area have mature settlement patterns with little vacant land for new development and recognize that redevelopment will be the predominant form of growth in the future. The City of Summit is the type of dynamic, diverse, compact and efficient "Community of Place" envisioned by the State Plan. The City is a center, without environs, in PA1 according to the State Plan's Resource Planning and Management Structure (RPMS).

Summit also functions as a Regional Center. A Regional Center is compact and contains a "mix of residential, commercial and office uses at an intensity that makes a variety of public transportation options feasible." The CRBD of the City of Summit, its infrastructure system and its proximity to major interstate highways, as well as the New Jersey Transit rail station, distinguish the City as a regional center in PA1. Regional Centers are characterized by their location along transportation corridors, high intensity mixed-use development, significant concentration of jobs, population density and the ability to generate market demand.

The State Plan also encourages communities with PA1 to identify cores. A core is a place that "serve(s) as a pedestrian-oriented shopping district with retail facilities... related to ... street frontage." Summit's core falls in the Central Retail Business District. The following are among some of the characteristics that

emphasis this area as being a core. This district contains a mix of multi-story and multi-use buildings. There is a significant amount of public, shared parking. There is strong pedestrian orientation through the emphasis on activities such as restaurants and retail stores, which generate the most pedestrian traffic. The State Plan also emphasizes the importance of street and block design. Summit is in the process of developing and implementing a City Streetscape Project that focuses on improving the CRBD streetscape.

The area consisting of Canoe Brook Country Club is located in PA5, the Environmentally Sensitive Planning Area. PA5 is characterized by environmentally sensitive natural resources and features that require protection. The Canoe Brook Country Club overlays part of the Buried Valley Aquifer, which is a water supply for Essex and Union Counties. The designation of the Canoe Brook Country Club as PA5 should remain due to its importance as an open space buffer that protects local drinking water.

The City of Summit also contains three existing Critical Environmental/Historic Sites (CEH's) that were identified during Cross Acceptance I. They are located along Glenside Avenue adjacent to Watchung Reservation, the area east of the CRBD between the NJ Transit Morristown Line and Edgewood Road and the area at the junction of the NJ Transit Gladstone Branch and Morristown Line. Summit has also identified the Reed-Reeves Arboretum on Hobart Avenue as a CEHS. CEH's are areas of less than one square mile that are characterized by environmentally sensitive or historic features.

The southwest section of the City of Summit, consisting of the Watchung Reservation, has been designated a Park in the State Plan. The Reservation is a regional facility that provides residents of the City with open space, recreation opportunities and educational facilities. It contains miles of trails, a riding stable and a nature and science center.