

BROAD STREET WEST

REDEVELOPMENT PLAN

JUNE 10, 2022



Prepared for the City of Summit
Prepared by Topology





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IN PLACES YOU LOVE

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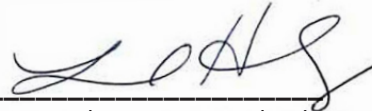
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INTRODUCTION

1

The Broad Street West Redevelopment Area (“the Redevelopment Area” or “the Site”) has been identified by the City of Summit as a key catalyst for expanded support and revitalization of the City’s well-loved downtown. The Redevelopment Area is centrally and strategically located adjacent to the City’s NJ Transit commuter station and the historic, beautiful Village Green (Figure 1). The City of Summit is a six-square-mile city in Union County on the second Watchung Mountain about 25 miles west of Manhattan. Interstate 78 runs near the southern boundary of the municipality with State Route 24 forming the eastern boundary. Newark Airport is only about 10 miles, or 15 minutes, to the east, and New York City is a 35-minute express train ride. Neighbors include Short Hills, Millburn, Springfield, Chatham and New Providence. Given this proximity to multiple modes of transportation, this Site is a prime opportunity for the municipality to create right-scaled infill transit-oriented development that provides diverse housing options, public amenities and new downtown patrons.

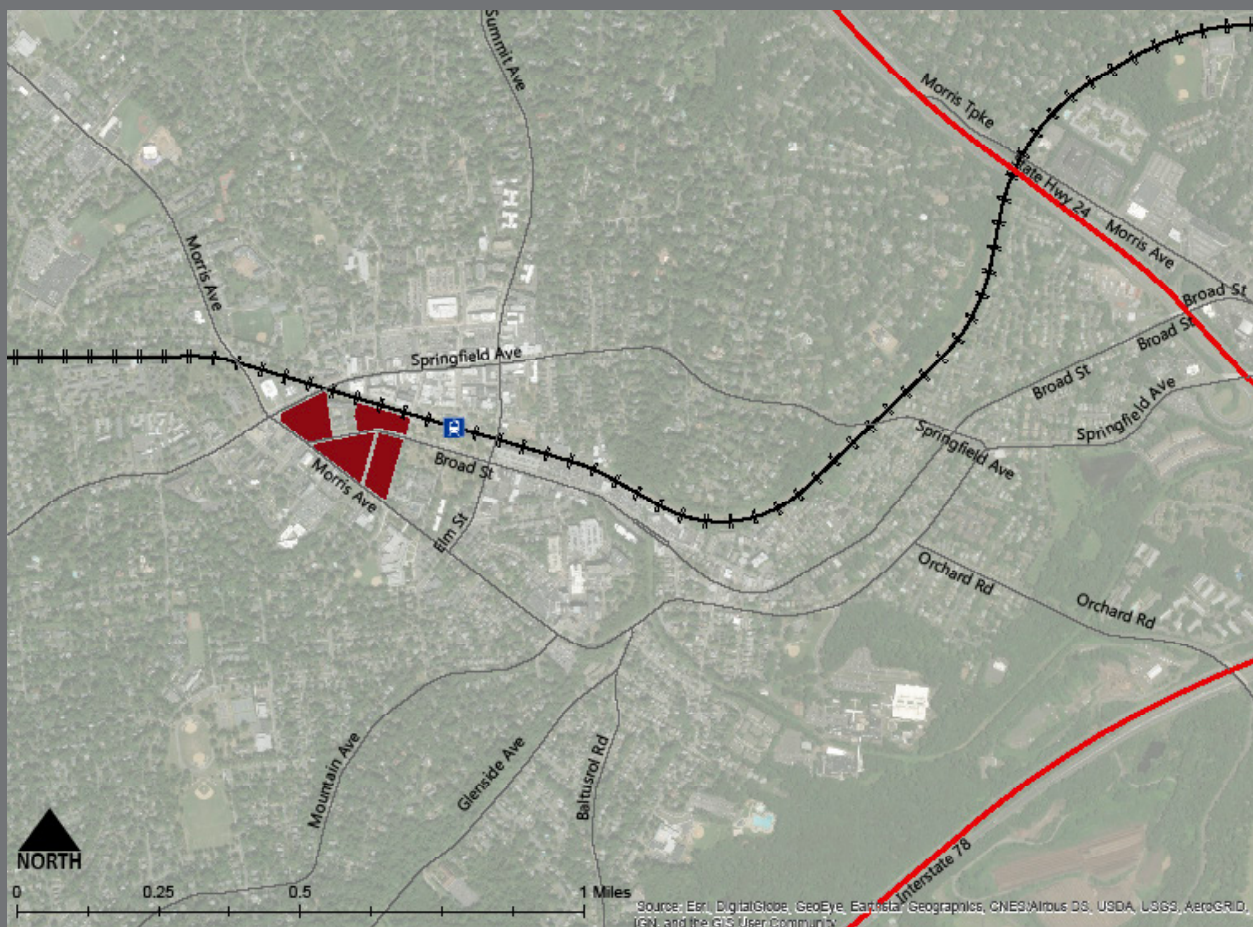


Figure 1: Redevelopment Area Context Map

As the 2016 Master Plan Reexamination Report points out (see Appendix A: Relationship to Other Plans for additional details), the Broad Street Corridor represents “untapped reinvestment potential...inhibiting neighborhood cohesion and connectivity between the downtown and the east side of Summit.” To alleviate this disconnectedness and lack of cohesive district-level planning, redevelopment was recommended by the Planning Board, City Council and City Administration to meet the diverse and unmet needs of all businesses, residents and visitors. Furthermore, the downtown businesses seek to increase foot traffic and to ease parking to sustain their businesses. The redevelopment of this area is an integral component of the City’s broader effort to create affordable housing, pedestrian amenities, live/work units, public art, open space, and to preserve historic structures through adaptive reuse.

1.2. REGULATORY HISTORY

In order to effectuate this vision, the Summit Common Council directed the Planning Board to conduct a Preliminary Investigation of Block 2701, Lot 1, 6, 7, and 8; Block 2702, Lot 3 (partial); Block 2705, Lot 1 and 2; Block 2706, Lot 1, 2, 3, 4, 5, 6, and 7 on May 2, 2017. The Planning Board was tasked with determining whether the parcels within the Site met the statutory criteria under the Local Redevelopment and Housing Law (LRHL) for an Area in Need of Redevelopment. The Preliminary Investigation for the City of Summit was completed by Leigh Anne Hindenlang, PP, AICP and Phil Abramson, PP, AICP of Topology. The Planning Board held a public hearing on the matter on September 15, 2017. Following the Planning Board hearing, the Summit Common Council adopted Resolution 5351, which concluded that the Area qualified and was determined as an Area in Need of Redevelopment on November 13, 2017 (see Appendix D).

It should be noted that prior to this planning effort on September 5, 2012, the Summit Common Council directed the Planning Board to conduct a Preliminary Investigation of Block 2702, Lot 2. The Preliminary Investigation for the City of Summit was completed by Joseph Burgis, PP, AICP, and Kevin Kain, PP, AICP of Burgis Associates, Inc. and presented to the Planning Board at a public hearing held on January 28, 2013. Following the Planning Board hearing, the Summit Common Council adopted Resolution 1739, which concluded that the Area qualified and was determined as an Area in Need of Redevelopment on February 2, 2013 (see Appendix D).

On June 17, 2014, the Summit Common Council directed the Planning Board to conduct a Preliminary Investigation of Block 2702, Lot 1. The Preliminary Investigation for the City of Summit was completed by Edward Snieckus, Jr. PP, LA, ASLA and presented to the Planning Board at a public hearing held on July 10, 2014. Following the Planning Board hearing, the Summit Common Council adopted Resolution 2710, which concluded that the Area qualified and was determined as an Area in Need of Redevelopment on September 2, 2014 (see Appendix D). This property is adjacent to the Redevelopment Area, but not within it.

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

- A. Land Uses
- B. Bulk Standards
- C. Design Criteria
- D. Building Requirements

The provisions set forth in this Redevelopment Plan shall supersede, govern, and control the standards set forth in the Development Regulations Ordinance adopted by the Mayor and Council of the City of Summit on December 2, 2003 by Ord. No. 03-2580 as well as any applicable amendments.

It should be noted that this Redevelopment Plan is only an initial step in finalizing projects within the Redevelopment Area. It is expected that this document will serve as a baseline that reflects the broadest and minimum parameters and expectations identified by the community. It is assumed that any proposal will be further refined utilizing public outreach, and professional negotiation. Any necessary changes or enhancements will be codified with amendments, as necessary, and within any Redevelopment or City Agreement(s).





SITE DESCRIPTION

2

The Redevelopment Area (Figure 2) includes fifteen (15) parcels totaling 8.53 acres—of which, 6.3 acres are City-owned. The Broad Street West Redevelopment Area encompasses much of the property south of the below-grade regional rail line, west of Maple Street, north of Morris Avenue, and east of Springfield Avenue. The Planning Area includes the US Post Office, Summit Area YMCA, and the Summit Public Library located on Maple Street. The current location of the Summit Fire Department on Broad Street, the Summit Municipal Complex at the corner of Springfield Avenue and Morris Avenue, and a number of smaller, privately owned parcels compose the remaining area. The Vito A. Gallo Senior Housing facility is notably excluded from the redevelopment designation. The facility's parking lot directly east of the building is included.



Figure 2: Redevelopment Area Map

Detailed descriptions on a lot-by-lot basis are available in the Preliminary Investigation (see Appendix G). The Redevelopment Area consists of a large amount of surface parking lots, on several different properties, with diverse ownerships, which creates dysfunctionality and areas unsafe for pedestrian activity. The Summit Fire Department is outdated and

does not meet the capacity needs of today. The City expects to utilize all public parking lots and the Fire Department to address these concerns. Today's market demands a growth pattern reflective of the regional demands. The current layout, use, and intensity of this strategic area is not in-line with the current standards for a pedestrian-oriented, mixed use, higher-density hub demanded in a city like Summit.

Recent local demographic and market changes also support the need for redevelopment. The City experienced sizable population increases throughout the previous decade. Over 20% of those living within the City commute for work by train and almost a quarter of the households only have access to one vehicle. However, there's been very little development of in-demand condo and rental housing to support transit-oriented development. The population has become more diverse and younger, with a decline in those over the age of 65. This could be as a result of limited or no options for downsizing retirees. These trends support the community's concerns over lack of affordable housing and places to downsize and the need for an active downtown that attracts key market groups. Despite these concerns, single-family homes continue to thrive and expand within the City as a result of many other assets like excellent schools and proximity to employment centers.

2.1. PROPERTY BACKGROUND

2.1.1. HISTORY OF THE SITE

Based on review of historic Sanborn maps (Figure 3), most development in what today is downtown Summit began in the late 19th century and early 20th century. By this time, industries like silk weaving gave way to land clearing for large estates. This period was one of the most productive in new construction for the City, closely followed by the post-World War II suburbanization of New Jersey. Development was spurred by the creation of a rail station in the early 1800s for the Delaware Lackawanna and Western Railroad (today the NJ Transit Morris and Essex and Gladstone Branch lines).

The Redevelopment Area reflected a more urban pattern similar to the existing downtown at the turn of the 20th century with denser residential and small-scale commercial buildings. Additional homes and business were displaced by the Fire Department (1901) and public parking lots in the second half of the 20th century. The YMCA moved to its current location in 1912. City Hall was built over a former school location in 1995. The Post Office displaced storage and commercial uses in 1921 and has experienced several expansions over the past 100 years. The current Library was built in 1964 replacing the 1911 Carnegie Library at the existing location with a more suburban model.

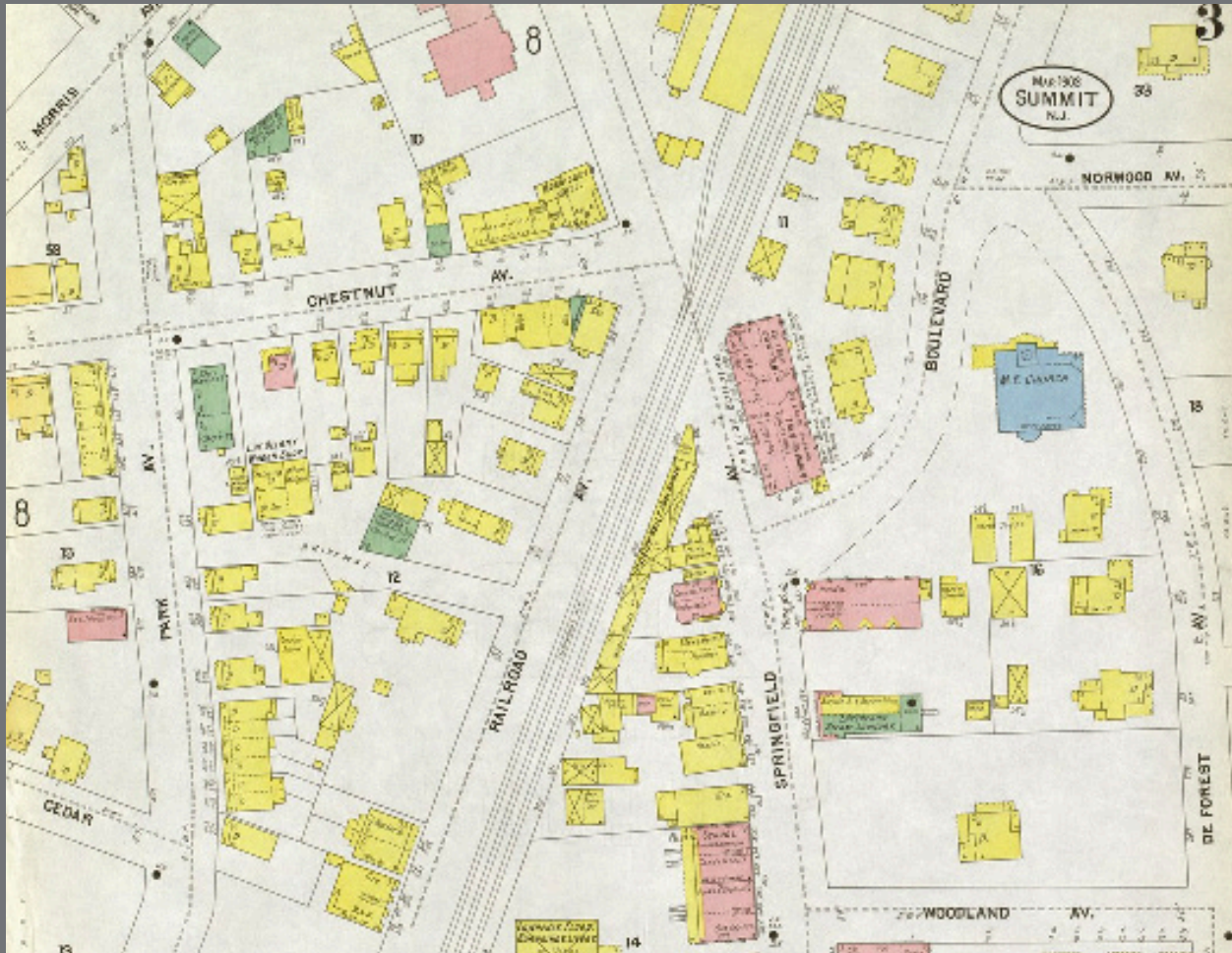


Figure 3: 1901 Historic Sanborn Map

2.1.2. EXISTING CONDITIONS

A. Existing Zoning

Prior to the adoption of this Redevelopment Plan, the properties within the Redevelopment Area fell in two different zoning districts:

- A.1. All parcels in Blocks 2701, 2706, and Lots 2 and 3 in Block 2702, were in the B (Business) district. This district permits a range of retail, commercial, entertainment, and institutional uses as well as residential uses above the ground floor.
- A.2. All Parcels in Block 2705 and Lot 1 in 2702 lie in the PL (Public Land) district, which allows for institutional uses, public recreation uses as well as single family homes.

A detailed description of the prior zoning can be found in the Preliminary Investigation report (see Appendix G).

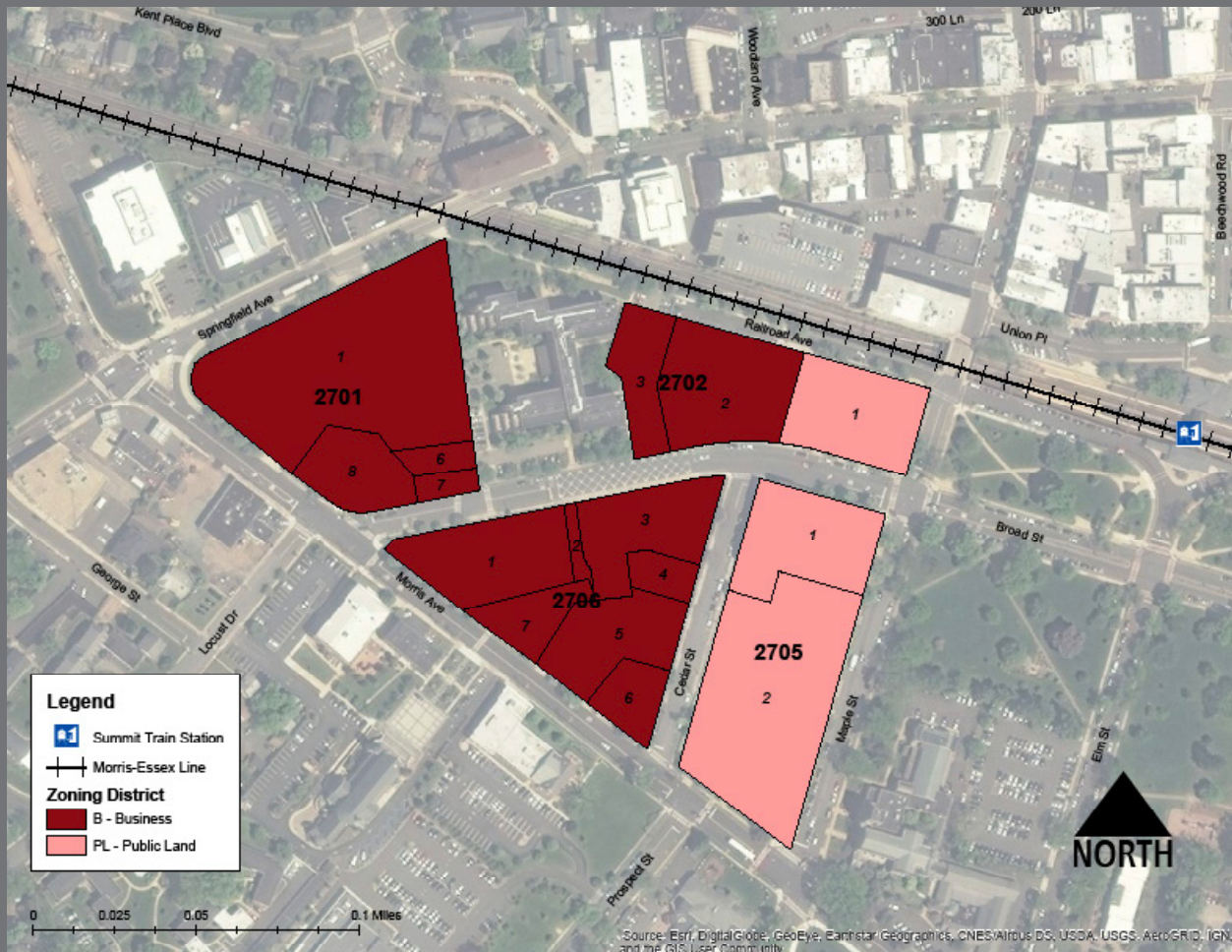


Figure 4: Prior Zoning of Redevelopment Area Parcels

2.1.3. PROPERTY RESTRICTIONS

A. Easements

Redeveloper(s) will be responsible for providing or maintaining service access to existing businesses adjacent to the Redevelopment Area.

A.1. Chestnut Avenue Right-of-Way Easement:

I. Block 2701, Lot 1 - (Summit City Hall Parking)

Parking Lot was divided into four (4) lots per February 21, 1989 survey and topography map. The second parking lot was built over a portion of the right-of-way which has been vacated.

II. Block 2701, Lot 6 - (Belle-Faire Cleaners & Sandra Elizabeth Diaz Bridal Design)

Property has an easement right to Chestnut Avenue in the rear of the lot through the adjacent municipally-owned City Hall parking lot.

A.2. Funeral Home and Fire House Access Easement:

I. Block 2706, Lots 2 & 5 - (Bradley, Brough & Dangler Funeral Home)

Lot 2 contains a 20' wide easement for ingress & egress purposes onto Broad Street per DB 2802 – PG. 647.

II. Block 2706, Lot 3 - (Summit Fire Department Headquarters)

Utilizes a 20' wide easement for ingress & egress purposes on Block 2706, Lot 2 to gain vehicle access from Broad Street per DB 2802 – PG. 647.

B. Contamination

B.1. Summit Fire Headquarters

396 Broad St, Summit, NJ 07901

Site ID: 46406

PI Number: 008158

This site is listed on the State's Known Contaminated Sites List. However, it has received a Response Action Outcome letter which is attached in Appendix E.

2.1.4. MOBILITY + CIRCULATION

Mobility and circulation were identified as a major concern by residents and visitors to Summit's downtown for all users. Residents said these concerns are further exacerbated during rush hour and train arrivals with the added congestion. In general, it was agreed that the built environment is not safe or attractive for pedestrian and bicyclists—most of which are currently seniors or school-aged children. Specific issues identified include heavy traffic, poor quality or lack of crosswalks, poor lighting, speeding and lack of amenities for bicyclists (signage, bike lanes, bicycle parking). Given the fact that the Redevelopment Area is bordered by two of the most heavily used corridors in the City (Springfield Avenue and Morris Avenue) and its location as access to major community assets from surrounding neighborhoods, these concerns need to be carefully considered and addressed.



Figure 5: Map of Surrounding Street Network

2.1.5. MOBILITY NETWORK

The Redevelopment Area is located at the confluence of major transportation networks and is poised to leverage existing significant mass transit assets. Generally speaking, the street network is relatively complex and irregular, which creates certain challenges and opportunities. At present, the entire vicinity is primarily oriented toward the automobile with few pedestrian improvements. The City is open to considering a wide range of solutions, including changes in location and orientation of the local rights-of-way. What follows is a detailed description of current conditions – from both a functional and physical perspective.

A. *Streets in Vicinity of Redevelopment Area*

A.1. **Regional Corridors**

I. Morris Avenue / CR527

The portion of Morris Avenue that bisects the City of Summit is a 3.2-mile segment of an 85-mile corridor that traverses much six New Jersey counties, originating in Toms River (Ocean County) and terminating in Cedar Grove (Essex County). In Summit, Morris Avenue is classified as an Urban Minor Arterial. Daily traffic in excess of 16.5K vehicles has been recorded in the past decade, with recent counts hovering closer to 11K. Morris Avenue serves as a critical east-west corridor through Summit, ultimately connecting Springfield Township to Chatham Borough. Land use and development patterns along Morris Avenue vary from detached dwellings (most of which are multi-family) to pockets of more robust commercial and institutional uses. In the vicinity of the Redevelopment Area, Morris Avenue is approximately 40 feet in width and contains five (5) pedestrian crossings and four (4) traffic signals within a stretch of approximately 1,200 linear feet. Morris Avenue generally lacks clear lane delineations and can be confusing to drivers and other users. Sidewalks appear to be approximately four (4) feet in width, with little to no other pedestrian amenities.

II. Broad Street / CR512

Broad Street is another important regional corridor, extending almost 33 miles from Califon (Hunterdon County) and terminating at Summit's eastern municipal boundary. In Summit, Broad Street provides a similar function to Morris Avenue – a critical east-west corridor, much of it running parallel to Morris Avenue until they intersect at one edge of the Redevelopment Area. With similar volumes to Morris Avenue, Broad Street another Urban Minor Arterial carries between 13K-15K vehicles per day. Land uses along the segment of Broad Street that bisects the Redevelopment Area includes parking lots, the City's Fire Headquarters, post office, YMCA and City Hall. Despite this concentration of important civic, recreational and cultural uses, Broad Street does not provide the pedestrian amenities that would complement such a community hub. Sidewalks measure four-feet in width. In the 600 linear feet of Broad Street that passes through the Redevelopment Area, there are a total of seven (7) curb cuts, one of which measures over 200 feet in width.

III. Springfield Avenue

While the segment of Springfield Avenue that forms the northern edge of the Redevelopment Area is not a county road or regional corridor, no discussion involving downtown Summit would be complete without Springfield Avenue. The segment of Springfield Avenue proximate to the Redevelopment Area, located between a rail bridge and the intersection with Morris Avenue does not even resemble the portions of the avenue to the east. Between Kent Place Boulevard and Summit Avenue, Springfield Avenue is a quintessential Main Street, the heart of downtown Summit. The carpath of Springfield Avenue measures approximately 27 feet curb-to-curb. The intersection with Morris Avenue is designed to accommodate significant traffic volumes with a dedicated left-turn lane in the western lane as well as a right-turn slip-lane, formed by a large concrete island, allowing vehicles to freely turn from the northbound lane of Morris Avenue to eastbound Springfield Avenue. This intersection is wholly auto-oriented and lacks basic pedestrian considerations or traffic calming features. Sidewalks are present on both sides of Springfield Avenue, measuring between five and six feet in width. Beyond a double-yellow line, the right-of-way lacks any other lane markings. Unlike segments of Springfield Avenue to the east, streetscape improvements proximate to the Redevelopment Area are utilitarian with a basic concrete sidewalks and utility pole mounted cobra head light fixtures.

A.2. Local Streets

I. Maple Street

Maple Street is an important connector street in downtown Summit. Maple Street forms the boundary of the Redevelopment Area and the western edge of the City's cherished "Village Green." To the north of the Redevelopment Area, Maple Street intersects with Springfield Avenue and runs southerly crossing Broad Street, Morris Avenue and continuing into the neighborhood to the rear of the Lawton C. Johnson Summit Middle School. Like many of the regional corridors described above, Maple Street also boasts a relatively wide carpath at over 40 feet curb-to-curb. The overall street design and streetcapes along this segment of Maple Street is utilitarian. A

parking lane is clearly striped along the entirety of the northbound lane (adjacent to Village Green) as well as a southern portion of the southbound lane (in front of the Library). However, no loading areas exist (nor are they permitted), despite observed loading activity in front of the City's iconic YMCA. Sidewalks are present on both sides of the street, measuring approximately six (6) feet in width. Otherwise, the right-of-way lacks pedestrian focused amenities – illumination comes from utilitarian cobra-head lamps and no seating was observed. Modest improvements are present in front of the Library entrance including a bike rack and trash can.

II. Cedar Street

Cedar Street is a minor right-of-way that serves more like an access road or alleyway than it does a public street. Cedar Streets runs parallel to Maple Street to the west, connecting Morris Avenue to Broad Street. Functionally, Cedar Street serves the egress drives from two parking areas associated with the Public Library and YMCA. Cedar Street also provides two-way access to properties on the western side of street including two private office buildings, the building currently containing the Bradley Funeral Home and a parking lot associated with the Fire Headquarters.

III. Elm Street

Similar to Cedar Street, but not technically within the Redevelopment Area, Elm Street runs parallel to Maple Street and bisects the Village Green. Elm Street connects Morris Avenue, north through Broad Street and terminates as Railroad Avenue at the "rear" entrance to the commuter rail station. The only curb cuts along Elm Street serve a public parking lot and the Central Presbyterian Church.

IV. Railroad Avenue

Today, Railroad Avenue runs parallel to the below-grade rail line and provides a critical point of access for pick-up-and-drop-off activity at the rear of the commuter rail station. Historically, Railroad Avenue continued across Maple Street and provided an additional east-west connection to Springfield Avenue, just south of the aforementioned rail bridge. After what appears to be several roadway reconfigurations

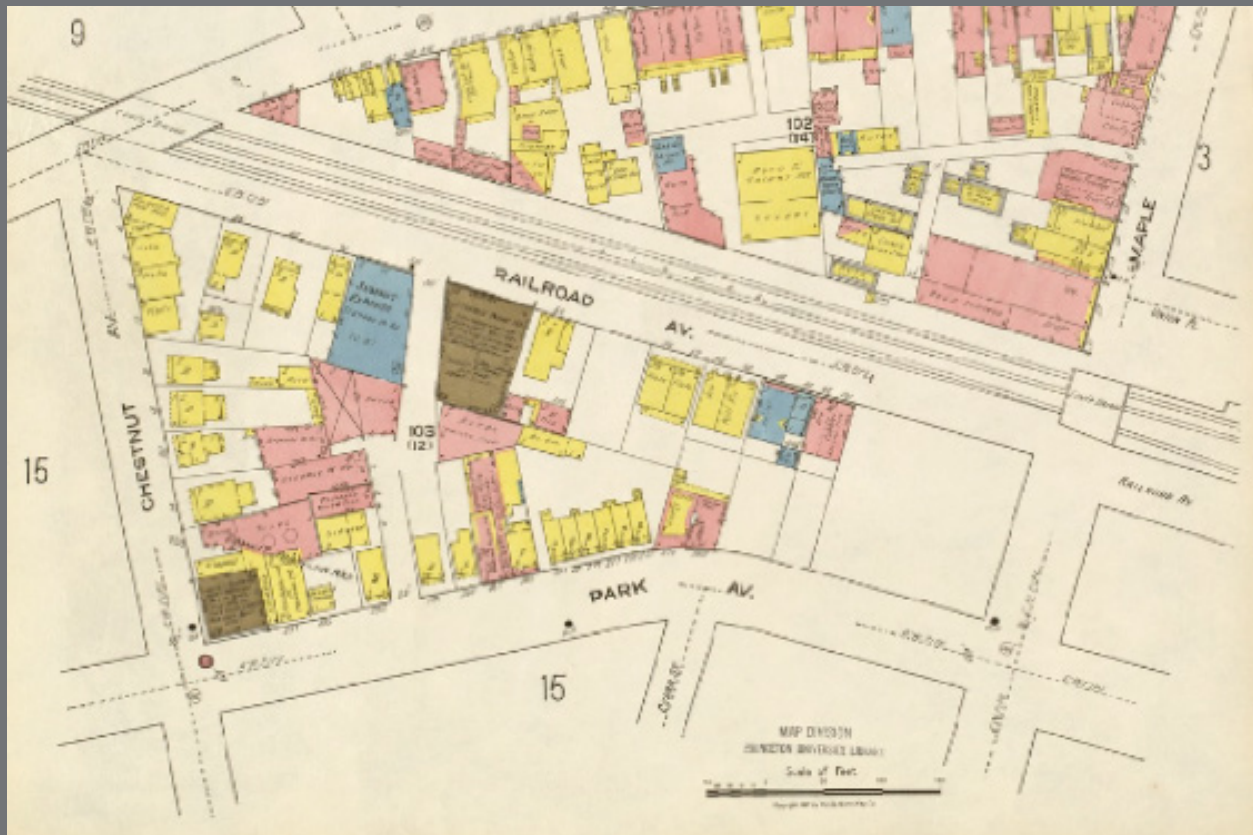


Figure 6: 1901 Sanborn Map; Current Block 2702

and significant development projects (i.e. City Hall complex and Senior Housing complex), Railroad Avenue was converted from a roadway to a driveway for a city-owned surface lot. A sidewalk is present on the south side of the roadway as it runs along the Post Office and then is present along the northern side of the roadway as it enters the surface lot. However, there is no defined cross-walk nor are there any other pedestrian amenities to speak of, including lighting. Nonetheless, the pedestrian sidewalk continues to provide the same function as the former roadway, to connect Maple Street with Springfield Avenue.

B. Rail Ridership

The Summit Train Station is one of the most active stations in the New Jersey Transit system, with almost 4,000 riders boarding trains at the station every weekday. The station is served by the Morristown and Essex Line as well as the Gladstone Line, both of which provide direct access to regional centers, including Hoboken, Newark, and New York City to the east, as well as Morristown to the west. The station is located at the edge of

the City's downtown and directly adjacent to the Village Green. Proximity to a train station, especially one with direct service to midtown Manhattan, is a major asset for any community and should be a major consideration when developing this Redevelopment Area. The scheduled travel time from Summit Station to New York's Pennsylvania Station ranges from 40 minutes to just over one hour on both weekday and weekend mornings and costs \$9.75 for a one-way adult ticket.

C. *Bus Lines*

Downtown Summit is served by two NJ Transit bus lines, the 70 and the 986. The 70-bus line connects downtown Newark with the Livingston Mall, via downtown Summit and includes stops at the Short Hills Mall, Millburn, and Irvington. The 986-bus line connects downtown Summit with downtown Plainfield via New Providence and Watchung.

In addition to the two NJ Transit operated bus lines Summit is also served by a Lakeland Bus Lines route 78 bus, which runs from Bernardsville to the Port Authority Bus Terminal in Midtown Manhattan. The version that serves Summit travels along Broad Street, through the Broad Street West Redevelopment Area and makes stops at the intersection of Springfield Avenue and Morris Avenue as well as at Broad Street and Maple Street. The scheduled travel time from Broad Street and Maple Street to the Port Authority Bus Terminal on the weekday schedule is 43 minutes and costs \$12.10.



3.1. BLOCK + LOTS

The Redevelopment Area (Figure 7) includes the following block and lots:

Block 2701, Lot 1	Block 2706, Lot 1
Block 2701, Lot 6	Block 2706, Lot 2
Block 2701, Lot 7	Block 2706, Lot 3
Block 2701, Lot 8	Block 2706, Lot 4
Block 2702, Lot 2	Block 2706, Lot 5
Block 2702, Lot 3*	Block 2706, Lot 6
Block 2705, Lot 1	Block 2706, Lot 7
Block 2705, Lot 2	

*Partial lot

3.2. PROJECT AREA MAP



Figure 7: Redevelopment Area Map

3.3. GOALS + OBJECTIVES

In order to successfully achieve the community vision for redevelopment for this Area and alleviate existing challenges, any proposed Redeveloper(s) and project(s) must meet the following goals and objectives. These goals and objectives were established through significant outreach with the public-at-large and in-depth conversations with key stakeholder groups. These objectives build on and expand the priorities also identified in the most recent Master Plan Reexamination and best practices.

3.3.1. GOAL 1: PROMOTE ECONOMIC DEVELOPMENT

- A. Objective 1.1: Create a seamless connectivity with adjacent commercial corridors through complementary street level uses and façades.
- B. Objective 1.2: Satisfy market demand for retail and other neighborhood-serving uses on street levels of mixed-use buildings.
- C. Objective 1.3: Built infrastructure that allows for future flexibility in response to market forces.
- D. Objective 1.4: Enhance access to the area and improve traffic circulation in and around existing establishments.
- E. Objective 1.5: Pursue a food market and socially oriented uses like dining and entertainment.

3.3.2. GOAL 2: CREATE PEDESTRIAN-FRIENDLY STREETS

- A. Objective 2.1: Create streets with physical layouts that can accommodate multiple means of travel and be flexible enough to accommodate various uses (outdoor eating, public seating, festivals, outdoor markets, etc.).
- B. Objective 2.2: Ensure accessibility for all users through implementation of universally designed sidewalks, safe and inviting pathways, and connections that serve people of all ages and abilities.
- C. Objective 2.3: Create a pleasing pedestrian experience taking into consideration scale, lighting, and other features designed to increase walkability and the pedestrian experience (decorative paving patterns, street art, woonerfs, bike racks, etc.).
- D. Objective 2.4: Ensure safe and efficient travel to transit hubs throughout and around the Redevelopment Area through routes that are intuitive and aesthetically pleasing.
- E. Objective 2.5: Foster healthy lifestyle choices by promoting walking as a viable means of transportation through design and connecting pedestrian networks to key population centers.

3.3.3. GOAL 3: DESIGN QUALITY, USABLE OPEN SPACE

- A. Objective 3.1: Emphasize well-designed hardscapes with landscaping sensitive to the local climate and conditions.
- B. Objective 3.2: Prioritize community purposes (strolling, lounging, public markets, special events, etc.) through design and programming.
- C. Objective 3.3: Implement design that is mindful of opportunities to include green infrastructure and that provides ample space for pedestrians and flexible uses.
- D. Objective 3.4: Create safe and comfortable transitional spaces for pedestrians between the train station and other modes of transportation.
- E. Objective 3.5: Ensure the recognition of the importance of public enjoyment in the selection of open space features such as water fountains or programming space.

3.3.4. GOAL 4: ENSURE CIVIC ENGAGEMENT

- A. Objective 4.1: Implement an iterative planning process and promote civic dialogue that represents the City's commitment to empowering residents in shaping their City and neighborhoods.

3.3.5. GOAL 5: PURSUE EQUITABLE DEVELOPMENT

- A. Objective 5.1: Encourage a diverse range of households in Summit through a redevelopment strategy that promotes a variety of mixed-income housing options.

3.3.6. GOAL 6: ENCOURAGE ARCHITECTURE THAT IS CHARACTERISTIC OF SUMMIT

- A. Objective 6.1: Promote high-quality architecture with traditional scale and styling that emulates Summit's architecture and urban design.
- B. Objective 6.2: Develop mixed-use buildings that feature inviting views into both storefronts and onto streets.
- C. Objective 6.3: Implement designs using a scale that is suitable to the needs of the project area and complements the existing conditions of the surrounding built fabric.

3.3.7. GOAL 7: ENSURE ENVIRONMENTAL + ENERGY CONSCIOUS DESIGN

- A. Objective 7.1: Achieve U.S. Green Building Council: Leadership for Environmental and Energy Design (LEED) – Neighborhood Development certification standards.
- B. Objective 7.2: Implement redevelopment and design that meets Sustainable Jersey standards and advances Summit's standing as one of New Jersey's most livable and sustainable communities.

3.3.8. GOAL 8: IMPLEMENT SUSTAINABILITY

- A. Objective 8.1: Creation of a street-tree canopy for the sidewalk, to create a more comfortable environment during hot summer months.
- B. Objective 8.2: Include planted bio-retention swales and green roofs to add beauty to public spaces and prevent run-off water from entering the storm-water management system.
- C. Objective 8.3: Support water conservation through xeriscaping and mindful design.
- D. Objective 8.4: Provide for the provision and management of adequate recycling facilities for all users in accordance with best management practices.
- E. Objective 8.5: Implement design elements consistent with the City of Summit Environmental Commission's Green Buildings Checklist, Nonstructural Stormwater Strategies, Nonstructural Strategy Checklist, and Summit Green Development Questionnaire.

3.3.9. GOAL 9: REDUCE NEGATIVE IMPACT OF CAR CIRCULATION + TRAFFIC ISSUES

- A. Objective 9.1: Create synergy between government transportation departments at the state, county, and local levels capable of addressing the negative impacts of vehicular traffic on streets surrounding the Site through long-term and cost-efficient solutions.
- B. Objective 9.2: Utilize traffic abatement strategies and existing transit assets to relieve local and regional traffic congestion.
- C. Objective 9.3: Create safe and convenient on- and off-site parking and access solutions that accommodate safe and pedestrian-oriented streetscapes.
- D. Objective 9.4: Develop bicycle infrastructure onsite that connects to existing and potential bicycle facilities in the City and beyond.
- E. Objective 9.5: Reduce overall automobile traffic in the downtown by promoting transit use through street design and transportation policy as well as shared car services, on-demand ride hailing, and other substitutes for personal private car usage.

LAND USE

4.1. DEFINITIONS

(see Appendix C)

4.2. SUBDISTRICTS

Given the presence of existing businesses, significant public parking and the overall size of the Redevelopment Area, this Plan imagines a multi-district approach to redevelopment (see Figure 8). By separating out different subdistricts within the larger Redevelopment Area it will allow for the adequate provision and relocation of invaluable public parking and access throughout construction. The multi-district approach allows for certain parcels to be addressed before others (particularly the Fire Department building) and a flexible strategy that will cause the least disruption to the overall downtown and train station area. Phasing of construction and public amenities will be necessary for thoughtful neighborhood building.



Figure 8: Broad Street West Redevelopment Area Subdistricts

4.2.1. SUBDISTRICT I

The community envisions this area as a visual access point and transitional area between the downtown and new redevelopment. Given the proximity to existing larger-scale buildings and adjacency to the railroad tracks, this district has relaxed height restrictions. As of the writing of this plan, the City believes the most appropriate use for this area would be commercial office with a structured parking facility to be shared among tenants and the public. While other proposals will be considered, especially those providing significant public benefits, the City will focus first on identifying an anchor office tenant or tenants for the site that will help activate and add “walking wallets” to the downtown, particularly during the daytime. Proposed projects should provide adequate public spaces to connect the Redevelopment Area to the existing downtown to attract users across the train tracks in both directions. New buildings and their public realms should serve as a landmark to welcome residents and visitors. High-quality architectural elements and overall design will be a key focus of municipal review.

A. *Permitted Principal Uses*

- A.1. Brewpub
- A.2. Child Care Centers
- A.3. Co-Working
- A.4. Commercial Recreation Facility – Indoor
- A.5. Community Center
- A.6. Convenience Store
- A.7. Galleries
- A.8. Hotel
- A.9. Marketplace
- A.10. Museum
- A.11. Office
- A.12. Open Space, Public
- A.13. Parking Garage, Public
- A.14. Personal Services Facilities
- A.15. Recreation Facility
- A.16. Restaurant
- A.17. Restaurant, Liquor Licensed
- A.18. Retail Sales
- A.19. Retail Service Facilities

B. *Accessory Uses*

- B.1. Automotive Share
- B.2. Outdoor Dining
- B.3. Parking Garage, Private
- B.4. Roof Deck
- B.5. Any other use determined to be customary and incidental to permitted principal uses.

C. Prohibited Uses

- C.1. Adult Entertainment Use
- C.2. Automobile Sales
- C.3. Automotive Rental
- C.4. Automotive Repair
- C.5. Drive Through
- C.6. Dwellings
- C.7. Gasoline Service Station
- C.8. Nightclubs

D. Area + Bulk Requirements

- D.1. Restaurant/Retail Space (minimum): 2,500 square feet
- D.2. Lot Area (minimum): 1 acre
- D.3. Lot Width (minimum): 225 feet
- D.4. Lot Depth (minimum): 145 feet
- D.5. Open Space, Public (minimum): 3,000 Square Feet
- D.6. Impervious Coverage (maximum): 90%
- D.7. Building Coverage (maximum): 85%
- D.8. Building Height:
 - I. Maximum: 4 stories/60 feet
 - II. Floor-to-Floor Height Minimum: 15 foot minimum first floor
 - III. All buildings shall step back a minimum of ten (10) feet from the outermost façade plane of the building base along all street frontages at a maximum three (3) stories from grade.
- D.9. Building Setback Requirements (feet)
 - I. Minimum Rear yard setbacks: 0 feet
 - II. Minimum Side yard setbacks: 0 feet
 - III. Minimum Setback from Maple Street: 28 feet
 - IV. Minimum Setback from Broad Street: 15 feet

Setbacks shall be measured from the curb line not the property line. If no curb exists, the setback shall be measured from the edge of pavement.

Determination of curb line location shall not include curb extensions.

Canopies and cornices shall be excluded from the setback requirements.

Redeveloper(s) shall be responsible for obtaining approval from applicable county, regional, and state agencies for any public improvements, public access or building projections above the right-of-way line.

4.2.2. SUBDISTRICT II

Given the existing adjacent civic uses—Library, Village Green and YMCA, the City seeks to keep an active and attractive corridor along Maple Street that strengthens and reinforces this block as a center of community life in Summit. Designs should complement the existing character and scale of surrounding buildings and alleviate any negative impacts on the pedestrian experience. Both the YMCA and Public Library seek additional outdoor space for programming. Therefore, any new development should not only avoid disrupting existing services and provide opportunities for expansion. Projects should take advantage of this strategic location with designs to maintain as safe, comfortable and charming public realm as possible.

A. Permitted Principal Uses

- A.1. Child Care Centers
- A.2. Co-Working
- A.3. Commercial Recreation Facility – Indoor
- A.4. Community Center
- A.5. Demonstration Kitchens
- A.6. Galleries
- A.7. Open Space, Public
- A.8. Personal Services Facilities
- A.9. Recreation Facility
- A.10. Restaurant
- A.11. Retail Sales
- A.12. Retail Service Facilities

B. Accessory Uses

- B.1. Automotive Share
- B.2. Outdoor Dining
- B.3. Parking Garage, Private
- B.4. Roof Deck
- B.5. Any other use determined to be customary and incidental to permitted principal uses.

C. Conditional Uses

- C.1. Office
 - I. Lot Size (Minimum): 1.25 acres

D. Prohibited Uses

- D.1. Adult Entertainment Use
- D.2. Automobile Sales
- D.3. Automotive Rental
- D.4. Automotive Repair
- D.5. Drive Through
- D.6. Gasoline Service Station
- D.7. Nightclub

E. Area + Bulk Requirements

- E.1. Maximum Residential Density: 30 units per acre
- E.2. Lot Area (minimum): .80 acres
- E.3. Lot Width (minimum): 130 feet
- E.4. Lot Depth (minimum): 200 feet
- E.5. Open Space, Public (minimum): 3,500 Square Feet
- E.6. Impervious Coverage (maximum): 80%
- E.7. Building Coverage (maximum): 75%
- E.8. Building Height:
 - I. Maximum: 3 stories/50 feet
 - II. Floor-to-Floor Height Minimum: 15 foot minimum first floor
 - III. All buildings shall step back a minimum of ten (10) feet from the outermost façade plane of the building base along all street frontages at a maximum three (3) stories from grade.

E.9. Building Setback Requirements (feet)

For the purposes of this plan, street frontage for this subdistrict shall be Maple Street.

- I. Minimum Rear yard setbacks: 5 feet
- II. Minimum Side yard setbacks: 5 feet
- III. Minimum Setback from Maple Street: 15 feet
- IV. Minimum Setback from Morris Avenue: 20 feet

Setbacks shall be measured from the curb line not the property line. If no curb exists, the setback shall be measured from the edge of pavement.

Determination of curb line location shall not include curb extensions.

Canopies and cornices shall be excluded from the setback

requirements.

Redeveloper(s) shall be responsible for obtaining approval from applicable county, regional, and state agencies for any public improvements, public access or building projections above the right-of-way line.

4.2.3. SUBDISTRICT III

While subdistricts I and II should provide transitional opportunities for architecture and uses from the surrounding historical districts, Subdistrict III has more relaxed design expectations. This will create a unique opportunity and flexibility for the layout, design, and programming of Subdistrict III. This district should reflect innovation and creativity not only in the mix of uses, but in the design of building façades and incorporation of state-of-the-art technology. This district will serve as a hub for this new neighborhood adjacent to an active downtown and will therefore need to be considerate in provision of experiences not currently available within the existing built environment to complement, not compete.

A. Permitted Principal Uses

- A.1. Brewery
- A.2. Brewpub
- A.3. Child Care Centers
- A.4. Co-Working
- A.5. Commercial Recreation Facility – Indoor
- A.6. Community Center
- A.7. Convenience Store
- A.8. Demonstration Kitchens
- A.9. Dwellings
- A.10. Galleries
- A.11. Hotel
- A.12. Marketplace
- A.13. Museum
- A.14. Office
- A.15. Open Space, Public
- A.16. Parking Garage, Public
- A.17. Personal Service Facilities
- A.18. Recreation Facility
- A.19. Restaurant
- A.20. Restaurant, Liquor Licensed
- A.21. Retail Sales
- A.22. Retail Service Facilities

B. Accessory Uses

- B.1. Automotive Share
- B.2. Outdoor Dining
- B.3. Parking Garage, Private
- B.4. Roof Deck
- B.5. Any other use determined to be customary and incidental to permitted principal uses.

C. Prohibited Uses

- C.1. Adult Entertainment Use
- C.2. Automobile Sales
- C.3. Automotive Rental
- C.4. Automotive Repair
- C.5. Drive Through
- C.6. Gasoline Service Station
- C.7. Nightclub

D. Area + Bulk Requirements

- D.1. Maximum Residential Units: 133
- D.2. Restaurant/Retail Space (minimum): 8,500 square feet
- D.3. Lot Area (minimum): 1 acre
- D.4. Lot Width (minimum): 175 feet
- D.5. Lot Depth (minimum): 80 feet
- D.6. Open Space, Public (minimum): 6,500 Square Feet
- D.7. Impervious Coverage (maximum): 80%
- D.8. Building Coverage (maximum): 75%
- D.9. Building Height:
 - I. Maximum: 5 stories/70 feet
 - II. Floor-to-Floor Height Minimum: 15 foot minimum first floor
 - III. All buildings shall step back a minimum of ten (10) feet from the outermost façade plane of the building base along all street frontages at a maximum three (3) stories from grade.
- D.10. Building Setback Requirements (feet)
 - I. Minimum Rear Yard Setbacks: 5 feet
 - II. Minimum Side Yard Setbacks: 2 feet
 - III. Minimum Setback from Cedar Street: 5 feet
 - IV. Minimum Setback from Broad Street: 10 feet
 - V. Minimum Setback from Morris Avenue: 15 feet

Setbacks shall be measured from the curb line not the property line. If no curb exists, the setback shall be

measured from the edge of pavement.

Determination of curb line location shall not include curb extensions.

Canopies and cornices shall be excluded from the setback requirements.

Redeveloper(s) shall be responsible for obtaining approval from applicable county, regional, and state agencies for any public improvements, public access or building projections above the right-of-way line.

4.2.4. SUBDISTRICT IV

This subdistrict shall provide opportunities for a diverse array of housing sought by the public and outlined in this document. Proposed projects should support surrounding users and provide patrons for existing and future businesses within the downtown. This support includes provisions of parking for City Hall and the senior housing community. Design will need to considerate of the adjacent activity and users to provide a comfortable public realm and attractive design.

A. Permitted Principal Uses

- A.1. Child Care Centers
- A.2. Co-Working
- A.3. Commercial Recreation Facility – Indoor
- A.4. Community Center
- A.5. Convenience Store
- A.6. Dwellings
- A.7. Galleries
- A.8. Office
- A.9. Open Space, Public
- A.10. Parking Garage, Public
- A.11. Personal Service Facilities
- A.12. Recreation Facility
- A.13. Restaurant
- A.14. Retail Sales
- A.15. Retail Service Facilities

B. Accessory Uses

- B.1. Automotive Share
- B.2. Outdoor Dining
- B.3. Parking Garage, Private
- B.4. Roof Deck
- B.5. Any other use determined to be customary and incidental to permitted principal uses.

C. Prohibited Uses

- C.1. Adult Entertainment Use
- C.2. Automobile Sales
- C.3. Automotive Rental
- C.4. Automotive Repair
- C.5. Drive Through
- C.6. Gasoline Service Station
- C.7. Nightclubs

D. Area + Bulk Requirements

- D.1. Maximum Residential Density: 40 units an acre
- D.2. Restaurant/Retail Space (minimum): 2,500 square feet
- D.3. Lot Area (minimum): 1 acre
- D.4. Lot Width (minimum): 150 feet
- D.5. Lot Depth (minimum): 80 feet
- D.6. Open Space, Public (minimum): 1,500 Square Feet
- D.7. Impervious Coverage (maximum): 80%
- D.8. Building Coverage (maximum): 75%
- D.9. Building Height:
 - I. Maximum: 3 stories/50 feet
 - II. Floor-to-Floor Height Minimum: 15 foot minimum first floor
 - III. All buildings shall step back a minimum of ten (10) feet from the outermost façade plane of the building base along all street frontages at a maximum three (3) stories from grade.
- D.10. Building Setback Requirements (feet)
 - I. Minimum Rear yard setbacks: 10 feet
 - II. Minimum Side yard setbacks: 5 feet
 - III. Minimum Setback from Springfield Avenue: 15 feet
 - IV. Minimum Setback from Broad Street: 15 feet
 - V. Minimum Setback from Morris Avenue: 15 feet

Setbacks shall be measured from the curb line not the property line. If no curb exists, the setback shall be measured from the edge of pavement.

Determination of curb line location shall not include curb extensions.

Canopies and cornices shall be excluded from the setback requirements.

Redeveloper(s) shall be responsible for obtaining approval from applicable county, regional, and state agencies for any public improvements, public access or building projections above the right-of-way line.

4.3. BUILDING HEIGHT STANDARDS**4.3.1. MEASUREMENT**

Building height shall be defined as the average distance from each corner of the building to the highest point of a flat roof, to the deck line of a mansard roof, or to the mean height between eaves and ridge for gable, hip, or gambrel roof.

A. Rooftop Appurtenances

Rooftop appurtenances including architectural features such as spires, cupolas, domes, and belfries, are permitted to exceed the listed maximum height, as long as they are uninhabited, their highest points are no more than 15 feet above the maximum overall height of the building, and as long as the total area enclosed by the outer edges of the appurtenances, measured at the maximum overall height of the building, does not exceed 15 percent of the total horizontal roof area of the building.

B. Stairs and Elevator Penthouses

Stairs and elevator penthouses that project above the maximum overall height of the building shall count toward the 15 percent allowance. Equipment screens which project above the maximum overall height of the building shall also count toward the above 15 percent allowance.

C. Parapet Walls

Parapet walls permitted up to five feet in height, as measured from the maximum height limit, or finished level of roof. A guardrail with a surface of at least 70 percent open or with opacity of not more than 30 percent (as viewed in elevation) shall be permitted above a parapet wall or within two feet of a parapet wall, provided that such guardrail is not more than four feet in height. Such restriction on guardrail height shall not apply when located beyond two feet from a parapet wall, in which case the guardrail shall be exempt from parapet height requirements.

D. Mechanical Equipment

Mechanical equipment shall be set back from all building facades by at least 10 feet and screened from new and existing sidewalk view as well as the views from the rail embankment to the greatest extent possible.

E. Solar Energy

Solar panels are permitted on flat roofs anywhere below the parapet, regardless of building height. Portions of taller solar installations that are higher than 4 feet shall be subject to limits on roof coverage and height. On sloping roofs, panels may be flat-mounted but may not exceed 18" above the roofline.

- E.1. All buildings, including parking structures, should be designed to be "solar ready" regardless of the current intention of Redeveloper(s) to install solar panels.

F. Green Roof

Vegetated roofs shall be permitted, provided they do not exceed 3 feet, 6 inches in height, excluding vegetation, as measured from the maximum height limit. On roofs with slopes greater than 20 degrees, vegetated roofs shall be limited to a height of 12 inches measured perpendicular to the roof surface.

4.4. PARKING

4.4.1. AUTOMOTIVE PARKING

A. General Requirements

- A.1. Any public parking removed as a direct result of any project entitled through this Plan must be replaced within the Redevelopment Area or 250 feet of the Redevelopment Area at a 1-to-1 ratio.
- A.2. All parking areas shall meet or exceed Americans Disability Act (ADA) standards.
- A.3. Compact car spaces measuring eight (8) feet wide by sixteen (16) feet deep, shall be permitted provided the total number does not exceed 20% of the total parking provided.
- A.4. Vehicular access to parking facilities shall be located and designed to minimize conflicts with pedestrian circulation.
- A.5. Redeveloper(s) may utilize a shared parking scheme when calculating off-street parking obligations for mixed-use structures. Redeveloper(s) of single-use structures, with valid off-site parking agreement(s), may also utilize a shared parking scheme when calculating combined parking obligations. Shared parking calculations shall be based upon a widely-accepted methodology, such as those published by the Urban Land Institute (ULI), the Institute Traffic Engineers (Parking Demand, 4th Edition,

or other widely accepted models. If utilized, proposals incorporated a shared parking component shall be substantiated by a study to be prepared by a licensed Professional Engineer or recognized parking consultant.

B. Minimum Parking Ratios

- B.1. Minimum parking requirements shall be in compliance with the bulk standards outlined in this document, provided within the Redevelopment Area or within 250 feet of the proposed structure.

Use	Minimum Parking Spaces Required
Brewery	3.0 Per 1,000 sq ft
Brewpub	3.0 Per 1,000 sq ft
Child Care Centers	1.0 Per staff member, plus 1.0 space per 10 students at peak capacity
Co-Working	3.0 Per 1,000 sq ft
Commercial Recreation Facility—Indoor	3.0 Per 1,000 sq ft
Convenience Store	5.0 Per 1,000 sq ft
Demonstration Kitchen	1.0 Per three seats in dining area(s)
Dwelling	1.4 Per unit
Galleries	3.0 Per 1,000 sq ft
Hotel	1.0 Per room
Museum	3.0 Per 1,000 sq ft
Office	3.0 Per 1,000 sq ft
Open Space, Public	None
Outdoor Dining	1.0 Per four seats in dining area(s)
Restaurant	1.0 Per three seats in dining area(s)
Restaurant, Liquor Licensed	1.0 Per three seats in dining area(s), plus 1.0 Per two seats in lounge or bar area(s).

C. On-Street Parking

- C.1. New on-street parking is allowed along any right-of-way within the Redevelopment Area. New spaces may be counted towards minimum parking requirements.
- C.2. All parking spaces currently located on any public street removed as a result of any project entitled through this plan must be replaced within the project at a 1-to-1 ratio.
- C.3. Existing parking spaces located on public streets will not count towards meeting minimum parking requirements laid out in this plan.

4.4.2. BICYCLE PARKING

A. Bicycle Parking Use Table

- A.1. Minimum parking requirements shall be in compliance with the bulk standards outlined in this document.

Use/ Type	Minimum Indoor Requirement	Minimum Outdoor Requirement
Automotive Share	None	2.0 per 5 vehicles stored outdoors
Convenience Store	None	2.0 per 2,000 sq ft
Commercial Recreation Facility	None	2.0 per 2,000 sq ft
Community Center	None	1.0 per 3,000 sq ft
Dwellings	1.0 per 4 units	1.0 per 10 units
Office, Co-Working	1.0 per 10,000 sq ft	1.0 per 15,000
Open Space, Public	None	2.0 per 3,000 sq ft
Outdoor Dining	None	1 per 2,000 sq ft of outdoor dining area
Retail Sales, Retail Services Facilities, Personal Service Facilities	1.0 per 15 employees	1 per 5,000 sq ft
Restaurant, Restaurant, Liquor Licensed	1.0 per 15 employees	1.0 per 25 seats in dining area(s) plus 1.0 per 6 seats in lounge or bar area(s).
All Other Uses	None	1 per 5,000 sq ft
Two (2) bicycle parking spaces outdoors is equivalent to one (1) hump bicycle rack.		

B. Location + Design of Facilities

- B.1. Where indoor bike parking is required, bike parking facilities shall be at least as protected and secure as any automobile parking provided (see Figure 9).
- B.2. Site plans shall show the proposed location of bike parking/storage facilities on the Site and on the building floor plan design. A construction detail of the bike rack or facilities shall be provided.

C. Requirements for Indoor Bicycle Parking

- C.1. Indoor parking shall, at a minimum, consist of a room within a residential building or workplace, a secure enclosure within a parking garage, or a cluster of bike lockers at a transit center or other setup providing similar security and protection from the elements.



Figure 9: Union Station Bicycle Transit Center, Washington, D.C. An indoor bike parking facility which incorporates amenities for bicyclists as well as cutting-edge design

- C.2. Any required indoor bicycle parking/storage room must be located in a convenient and accessible location to a public sidewalk with no more than three (3) vertical steps between the bicycle room and the sidewalk. Ramps and elevators may be utilized to provide access to bike storage not located at the ground-floor level.

D. Requirements for Outdoor Bicycle Parking

- D.1. All required outdoor bicycle parking must be convenient and accessible to a main building entrance and street access.
- D.2. Bicycle parking shall be sited in a highly visible location, such as within view of passers-by, retail activity, office

windows, an attendant or other personnel to discourage theft and vandalism and promote awareness of existence and availability.

- D.3. Bicycle parking shall be located so as not to block the pedestrian path on a sidewalk or within a site. A minimum of six (6) feet of unobstructed passage is required on public sidewalks.
- D.4. Size and style of bike rack shall be approved by the City.
- D.5. Bicycle parking facilities within an automobile parking area shall be separated by a physical barrier (i.e., bollards, reflective wands, curbs, wheel stops, poles, etc.) to protect bicycles from damage by cars.
- D.6. Bike racks must be securely attached to concrete footings and made to withstand severe weather and permanent exposure to the elements.
- D.7. All bike racks shall be located at least 24 inches in all directions from a wall, door, landscaping, or other obstruction that would render use of the racks difficult or impractical.

4.5. LOADING + UNLOADING

- 4.5.1. The specifics regarding loading zones and considerations will be addressed within Redevelopment Agreement(s).
- 4.5.2. Generally, the number of loading zones or areas should be kept to a minimum by sharing both on-street and off-street loading areas among uses where appropriate.
- 4.5.3. Appropriate accommodations near main residential entrances and significant commercial and/or public spaces, out of the flow of traffic, should be reserved for pick-up and drop-off of passengers.
- 4.5.4. Appropriate siting of loading areas to accommodate commercial deliveries, including parcel drop off, residential moving, and other larger deliveries, should be off-street and away from the public realm.

4.6. ACCESS + CIRCULATION ANALYSIS

Mobility and circulation will provide a critical role in the overall success of this Redevelopment Plan, particularly as it relates to its overall public benefit and strengthening of the downtown. The primary mobility objectives include, at minimum:

- Resolve any existing functional issues creating vehicular congestion or unsafe conditions
- Rationalize streets and circulation patterns along the Redevelopment Area

- Create new connections and reinvent the overall pedestrian experience throughout
- Balance the needs of the automobile with those of pedestrians and other users
- Pilot and test new mobility concepts that could be replicated throughout the City
- Provide parking that complements existing downtown facilities
- Mitigate vehicular traffic generated by new development

While these objectives are ambitious, they are critical to the continued success and relevance of Downtown Summit. The Broad Street West Redevelopment Area presents a tremendous opportunity not only to Redeveloper(s) but also to the City and public to identify and realistically fund solutions and improvements to a strategically located area ripe for overhaul. The following framework for addressing traffic has been crafted with this major goal in mind.

Given that this Redevelopment Plan is intended to be a framework to guide a range of potential redevelopment proposals (as opposed to regulating one specific redevelopment project), a flexible yet prescriptive approach to mobility planning is required. Prior to the execution of any Redevelopment Agreement(s) (a prerequisite to proceeding before the Planning Board), interested entities must submit, among other things, a Traffic Impact Statement and mitigation proposal.

4.6.1. TRAFFIC ANALYSIS FRAMEWORK

Given that Redeveloper(s) proposals may vary with regard to size, land use, timing and similar factors, the following multi-step process allows proposals to be carefully evaluated in a thoughtful, transparent way:

A. Methodology

The following study parameters are intended to produce new insights and intelligence regarding the way people and vehicles move to, from and through the area of Summit proximate to the Study Area. Submitted studies shall focus on safety, design and efficiency of multi-modal operations rather than just traffic capacity and level of service. Traffic studies shall evaluate pedestrian and automotive traffic patterns, sufficiency of pedestrian crossings and sidewalk widths and development.

B. Geographic Scope

Traffic studies shall be comprehensive and consider district-wide impacts and opportunities. The following list of intersections should be considered the minimum scope for assessment, but Redeveloper(s) or their mobility professionals may broaden the scope if determined to be appropriate. Traffic counts and modeling shall be required at the following locations:

Primary Street	Intersecting Street(s)
Morris Avenue	Summit Avenue Elm Street Maple Street Prospect Street Cedar Street Broad Street
Broad Street	Summit Avenue Elm Street Maple Street Cedar Street Morris Avenue
Railroad Avenue	Summit Avenue Elm Street Maple Street
Chestnut Avenue <i>(former right-of-way)</i>	Broad Street Springfield Avenue
Union Place	Maple Street Beechwood Road Summit Avenue

Note: Studies shall also include an analysis of any new/proposed intersections as well as any proposed or existing curb -cuts as well as the intersections of the identified streets with any new/proposed roads with existing roadways. Furthermore, submissions may include a broader geographic scope. Expansion of scope is specifically encouraged if it would reveal opportunities to advance the policy objectives described above.

C. Modeling

Analysis scenarios shall be determined on a case-by-case basis depending on the unique characteristics of each project. As indicated above, each scenario will include an evaluation of multimodal intersection and roadway segment Level of Service (LOS), Vehicle Miles Traveled, Induced Traffic, & Safety analysis. If the project has the potential to impact acceptable thresholds or modal priorities as established by the NJDOT or others, the nature of those impacts shall also be studied. Regardless, the following scenarios shall be considered as part of any study:

- C.1. Existing Conditions – The most recent available traffic conditions and physical geometry.
- C.2. Project Trip Distribution with Select Zone Analysis – Multimodal Trip Generation, Distribution, Assignment, and Project Vehicle Miles Traveled (VMT).
- C.3. Existing+ Project Conditions – Existing Conditions & geometry plus project generated traffic and proposed geometric changes.

- C.4. Cumulative Conditions – Future year traffic conditions reflecting build out any remaining (unbuilt) components of the Redevelopment Plan plus other “pipeline” projects nearby.
- C.5. Cumulative + Project Conditions – Cumulative Conditions plus project generated traffic and proposed geometric changes.
- C.6. Scenario modeling shall identify and evaluate the impacts of alternative mitigative measures as may be identified by Redeveloper(s). The methodology contained herein was informed by the Multi-Model Transportation Impact Study Guidelines published by San Luis Obispo County, California. Redeveloper(s) and their professionals are welcome to consult those guidelines for additional detail with regard to technical approach.

D. Specific Concepts for Consideration

Redeveloper(s) are welcome to identify and incorporate their own improvement concepts or mitigative measures into the scenario modeling analysis described above. That said, the City has already identified a number of their own inquiries and concepts that shall be assessed as part of any submission:

- D.1. Realignment of Broad Street, specifically relating to the intersection of Broad Street with Morris Avenue.

E. Review Process

As indicated in Section 5.4.3 B.5. below, any Redeveloper(s) seeking to implement any portion of this plan shall submit a traffic study consistent with the standards contained herein. The following process is provided to guide the efficient preparation of reports:

- E.1. Pre-submission meeting with City officials, including engineer, administrator and other officials as may be appropriate. Redeveloper(s) shall present proposed scope and/or proposed modifications to the framework articulated above. Study should only commence after the appropriate City officials confirm approach and methodology.
- E.2. Submission and Review of materials by City officials and technical professionals. Additional information to be requested on an as-needed basis. Review memoranda shall be generated by City officials or technical professionals

that include, among other things, a scope of required improvements to be incorporated as obligations within Redevelopment Agreement(s) to be executed between City and Redeveloper(s).

- E.3. Redevelopment Agreement(s) to be executed and shall contain specific obligations for infrastructure improvements.
- E.4. Local site plan review, as specified in Section 5.6.
- E.5. Inter-agency review and permitting, as specified in Section 5.20.

4.7. DESIGN STANDARDS

4.7.1. BUILDING DESIGN

Architectural design as well as the overall site layout should reflect a context specific and locally-influenced intention. This Redevelopment Area is immediately adjacent to the City's Downtown Historic District and the Village Green. As addressed in the Historic Preservation Commission Design and Preservation Guidelines (See Appendix F) the Area includes one contributing property—the YMCA. These assets are incredibly important to the history of this Redevelopment Area and the City's residents. Guidance on the approach and understanding of this district and its goals can be found in Appendix F or through consultation with representatives of the City's Historic Preservation Commission. Additionally, design and character of existing and future development was a significant focus of the most recent Master Plan Reexamination, Summit re:Vision, which should be consulted. Given this, designs should appropriately complement and transition from the surrounding building stock and scale near the Green. Human-scaled spaces and features should emphasize a pedestrian focused environment which encourages active use and establishes a unique sense of place for both residents, employees, and visitors. Design features should be considerate of existing buildings while contributing to and defining a strong and contemporary personality. The following precedents reflect architecture styles that the public indicated were attractive and appropriate for this Redevelopment Area. They should not be read as absolutes for proposals, but as guiding document when thinking about the scale, detail, style and balance of architectural features.

Detailed architectural and design standards based on projects presented to the public during the concept plan refinement period shall be contained within the Redevelopment Agreement(s).



Figure 10: Grandview, Jersey City, NJ, Marchetto Higgins Stieve. Human-scaled building which addresses all street frontages; eclectic but traditional details.



Figure 11: Seymore Street Redevelopment, Montclair, NJ, Marchetto, Higgins Stieve. Traditional proportions, materials, and scale in a mixed-use, midrise, urban redevelopment project.

A. *Building Openings + Entries*

- A.1. Primary building entries: each frontage/façade facing a public right-of-way shall have at least one principal functional entry.
- A.2. Retail entries: retail spaces must have primary entrances directly accessible from a public sidewalk or pedestrian plaza.
- A.3. Residential entries: ground floor residential units are recommended to have individual direct entrances with articulated stoops/porches/terraces. The primary entrance and stoop should be at minimum 24" above the sidewalk level. The design of significant architectural elements to represent a sense of entry is required.
- A.4. Garage openings: garage openings shall not detract from the pedestrian environment and as such shall be limited in number and location. Pedestrian entrances to structured parking are required to be separated from vehicle entries.

B. *Fenestration Standards*

- B.1. Transparency requirements: building facades shall contain transparent glass as per the following standards:
 - I. Residential facades: 40-60% of façade
 - II. Parking facades: 40-60%. For parking, this standard can be achieved through alternatives other than windows. The use of decorative items, landscaping, and other strategies that achieve an equivalent impact may be considered by the Planning Board as satisfying this requirement.
 - III. Ground level (non-residential): 40-60% of façade
 - IV. Additional requirements:
 - a. All commercial windows must be kept free from internal obstructions. Interior furniture, fixtures, and other obstructions taller than the windowsill must be placed at least three (3) feet from the window area.
 - b. Commercial windows must be kept open and visible (unshuttered) at night.



Figure 12: 10th Avenue E & East Mercer Street, Capitol Hill, Seattle, WA Lofts and townhouses that mix contemporary northwest modernism style with traditional urban brick facades. Traditional human scale modern large windows and open spaces.

- c. Transparency percentages shall be averages of all applicable façades of the types indicated.

B.2. Window Rhythm + Design:

- I. Mullions and muntins are encouraged. These window details provide the opportunity to introduce color or details.
- II. Windows shall coordinate with architectural character.
- III. Windows shall be compatible in terms of design, size, and material to the surrounding neighborhood context. Windows may be of various styles, groupings, colors, an/or mullion patterns.

B.3. Façade Openings:

- I. To the extent appropriate given the building's architectural style, the use of decorative window heads,

sills, and surrounds is recommended. Windows shall be recessed at least four (4) inches from the primary façade.

- II. Windows in siding shall be wrapped in a four (4) inch trip with head and sill detail, at minimum.
- III. Windows shall be either clear glass or Low-E (spectral selective glazing) with coatings of blue or green tint. Light transmittance shall be at least 70%. Mirrored glass is not permitted.

C. Materials

C.1. The choice of façade material shall be consistent with the building's massing strategy, including vertical and horizontal modulation. No more than three (3) different material types should be used on a building's exterior. Color, texture, and pattern variations of primary materials are permitted. Additional requirements include:

- I. All sides of a building within public view shall use the same materials and colors as the primary facades
- II. Façade materials shall be selected and assembled so that the building appears heavier at the base and lighter at the top. Materials shall also be used to define or accentuate key design elements such as bay windows.

C.2. Permitted primary materials:

- I. Brick
- II. Stone
- III. Precast stone
- IV. Fiber cement planks
- V. Metal paneling (aluminum, zinc)

C.3. Permitted secondary materials:

- I. Stucco (not EFIS)
- II. Fiber and cement panels
- III. Other masonry
- III. Spandrel glass
- IV. Metal details

C.4. Permitted courtyard materials: secondary materials shall be permitted on interior courtyards not visible from public or private streets. The Planning Board, in its sole discretion, may permit additional façade materials on

interior courtyards. Any materials not specifically listed as permitted, notwithstanding those façade materials within the Planning Board's discretion, are prohibited.

4.7.2. OPEN SPACE + PLAZA DESIGN

Public open space will be key not only to the success of projects within the Redevelopment Area, but to meet unmet needs of users throughout the City. Public spaces shall be visible and accessible from public rights-of-ways. The space must include a structure suitable for flexible, protected open space which can function for planned programming like a farmers' market, or informal, unplanned passive recreation (Figure 13).



Figure 13: Findlay Market, Cincinnati, OH

Additionally, the landscaping shall be thoughtful with a distinct design narrative of high-quality plantings, ample seating, quality walking paths, and amenities as seen in Figure 14.

Given the importance of public space to this area of the City, the following spaces area required:



Figure 14: Pointe Park, Somerville, MA. Copley Wolff Design Group. A public plaza located at a prominent corner which incorporates public seating, plentiful vegetation and outdoor seating flowing out from adjacent businesses.

A. Subdistrict I + IV Urban Plazas

This space should feel like a creative urban plaza to be used by retail users, office workers, residents and those waiting on the bus. It should be designed to be attractive and well-lit for all hours of the day. Any design should take into consideration constrained areas within the plaza to make them less intrusive on the public experience. Seating should be designed into the grading when possible and complemented with movable tables and chairs to provide flexibility. Outdoor electrical outlets should be installed. Bus stops should be attractively sheltered and incorporated into the plaza while complementing the architecture of buildings (see Figure 15). Trees should be placed in a way that provides shaded areas but does not completely limit natural lighting. The space should be designed to look like a seamless extension of the commercial space, while encouraging public use. Creative lighting is encouraged above and throughout the plaza. Design should provide for possible small group programming including live music, book clubs or co-working. Figures 16, and 17 below show excellent examples as precedents:



Figure 15: 111 Congress Avenue Bus Stop, Austin, TX. A bus stop within a public plaza which has been incorporated into the artistic design of a restaurant.



Figure 16: The Plaza at Harvard University, Cambridge, MA. Hardscaped public open space with flexible seating and structures to support a diverse array of activities and events.



Figure 17: Argyle Street, Halifax, NS. Well-lit and inviting pedestrian corridor lined with retail shops and services.

B. Subdistrict II Programmable Space

The Public Library and YMCA both expressed a need for outdoor programmable space. The Library would like a space to hold events and allow for outdoor relaxation. The YMCA would like a hardscaped surface they can utilize for outdoor exercise and educational courses. This space should be well-designed to accommodate regular and heavy use, with few obstructions. There should be a large central area that can be used by a group of people for activities. Figure 18 and 19 provide examples of similar spaces that would meet these community needs.



Figure 18: North Point Gateway + Pocket Park, Cambridge, MA. Flexible outdoor space able to accommodate various types of activities throughout the year.



Figure 19: Independence Green Walls, Philadelphia, PA. A public plaza open to flexible programming as well as regular seating for nearby employees + residents.

C. *Subdistrict III Landscaped Green Space*

This space needs to be designed to allow for adequate circulation and enjoyment for a diverse array of users. Plantings, landscaping, and hardscaping shall be implemented with the intention of creating a welcoming and innovative atmosphere. It is the intention of this Redevelopment Plan that the space should invoke the feeling of several unique outdoor rooms. This space should become a community hub that can easily be closed down for events. Lighting should create a safe but comfortable environment that supports 24-hour use. Through the use of different textures, colors and materials, the space should clearly indicate different programming and activity opportunities. Residents indicated a strong preference for a structured, year-round market structure. The space should utilize and resemble the precedents below in Figures 20, 21, and 22 to create a truly unique public experience as seen in Oakhurst Park in Kingwood, TX, Brooklyn Bridge Park in New York, NY, and The Circle in Normal, IL.



Figure 20: Oakhurst Park, Kingwood, TX, Kudela & Weinheimer



Figure 21: Brooklyn Bridge Park, Brooklyn, NY. Park visitors stop for some quick astronomy on their evening walk.



Figure 22: The Circle, Uptown Normal, IL. A well-designed community hub with features for all ages.

4.7.3. ACCESS + MOBILITY DESIGN

This Redevelopment Plan governs an extremely important location in the heart of downtown Summit. While adding new residential and retail uses will help the area become more vibrant and activated, the adequate and high-quality provision of infrastructure to support mobility throughout the area will need attention beyond traditional interventions. It is critical that the public realm is improved to accommodate the increase in use and attraction. In addition to thoughtful design and layout, the streets should have unique, fun identities that complement the existing architecture while creating environments that will exist as nodes of activity for residents and visitors alike.

Interventions and enhancements should create safe and comfortable areas that attract pedestrian activity to give people a reason to linger and explore. Vehicular circulation should be balanced and calmed by the needs of pedestrians. The public realm should be landscaped to include native vegetation for year-round enjoyment that complements the urban fabric. Details including, but not limited to landscaping, street furniture, public amenities, shade trees and signage will be detailed and included as part of any Redevelopment Agreement(s) associated with this Redevelopment Plan. All powerlines shall be buried within the Redevelopment Area and along all streets listed within this section.

Final designs will be subject to public outreach and approval by the City.

To guide any future project, it is envisioned that the following standards be met with any proposed Redevelopment Plan for the following roads adjacent to any proposed project(s).

A. Broad Street

Broad Street shall function to assist circulation and access within the Redevelopment Area and to the surrounding area. The design should improve overall walkability within and around the Redevelopment Area so that it is attractive and safe for all users. Curb cuts should be limited. Attention will need to be paid to an enhanced pedestrian crossing (including a possible pedestrian table—see Figure 23) from the entrance of the existing Senior Housing Building and any development across Broad Street and Chestnut Avenue. For the purposes of improving site layout and circulation, vacation of Chestnut Avenue with appropriate public realm enhancements will be considered. Additionally, provisions for bicycling facilities and expanded pedestrian spaces should be considered as part of a larger road diet. Designs should utilize creative materials and features to improve the public realm (see Figures 24 and 25).



Figure 23: Traditional raised pedestrian table intended to calm traffic on Broad Street



Figure 24: Tooley Street Parklet, London, England. Sculpturally interesting public seating along a well-traveled corridor.



Figure 25: Zighizaghi, Favara, Italy. Creative multi-sensory public streetscape.

- A.1. Maximum ten (10) foot travel lane (each way), which may include landscaping specifically selected to tolerate travel.
- A.2. Minimum twelve (12) foot sidewalk (each side), which may include landscaping specifically selected to tolerate travel.
- A.3. Street trees to be placed at a maximum of 36-foot intervals.
- A.4. Improvements must include the installation of appropriate reflective striping and signage that assist in increasing motorists' awareness of pedestrians and bicyclists.
- A.5. Additional amenities should include, but should not be limited to, bicycle racks, seating, public art, landscaping and pedestrian-focused amenities.

- A.6. State-of-the-art pedestrian crossing improvements at intersections along Broad Street and Maple Street, especially at intersections with Morris Avenue.

B. Morris Avenue + Elm Street/Springfield Avenue

While opportunities for improvements along Morris Avenue and Springfield Avenue are limited given their role as major thoroughfares for the City, all efforts should be taken to encourage travelling the speed limit and improving pedestrian enjoyment/safety. This can include neckdowns, hawk beacons, speed bumps/tables, illuminated crosswalks (see Figure 26), lane restriping and signage.

- B.1. Minimum twelve (12) foot sidewalk within the Redevelopment Area.
- B.2. Street trees to be placed at a maximum of 36-foot intervals.



Figure 26: Illuminated Crosswalk Example. These can help people driving by making street crossings more obvious and help make people crossing the street more visible. Unique and interesting features in the street add character and make all people more aware of their surroundings.

- B.3. State-of-the-art pedestrian crossing improvements at the intersection of Morris Avenue and Springfield Avenue.

C. *Maple Street*

Maple Street shall serve as a main connection to the downtown corridor with a design that encourages ease of movement between Union Place and the Redevelopment Area. Improvements shall tie Union Place to proposed projects to improve visibility and pedestrianism to the train station and existing downtown. Larger sidewalks shall promote nodes of activity and programming opportunities that attract residents and visitors into the downtown. Figures 27, 28, and 29 below represent examples of what the community would like to see along Maple Street.

- C.1. Visually significant and attractive improvements to railroad trestle that encourages pedestrianism and provide a sense of arrival for the Redevelopment Area. This can include public art, signage and proposed changes to the existing trestle.
- C.2. Minimum 10-foot sidewalk width.
- C.3. Street trees to be placed at a maximum of 36-foot intervals.
- C.4. State-of-the-art pedestrian crossing improvements on Maple Street at Union Place, Railroad Avenue, Broad Street, and Morris Avenue.
- C.5. Improvements at Morris Avenue and Maple Street shall reflect enhancements that cater to all uses while prioritizing treatments that cater to the student population. Many middle school students access the existing downtown and will patronize any future business within the Redevelopment Area from this access point. Projects that should include thoughtful and significant improvements to this intersection.
- C.6. Improvements must include the installation of appropriate reflective striping and signage that assist in increasing motorists' awareness of pedestrians and bicyclists.
- C.7. Additional amenities should include, but should not be limited to, bicycle racks, seating, public art, landscaping and pedestrian-focused amenities.



Figure 27. Church Street, Montclair, NJ. Wide pedestrian-friendly sidewalks along a downtown commercial retail strip which allows outdoor dining as well as various programmed activities.



Figure 28. Main Street, East Hampton, NY. Buildings set back from the curb to allow for large street trees, flower beds, and sidewalk furniture.



Figure 29: Weinbergsweg, Berlin, Germany. Outdoor seating along a comfortable treelined street outside several restaurants in Berlin.

D. Cedar Street

Cedar Street shall be designed as a pedestrian-oriented, walkable plaza that caters to residents of the Redevelopment Area and adjacent businesses.

The Cedar Street right-of-way will play a central role to the success of the Redevelopment Plan as a people- and transit-oriented destination. This space needs to be designed to allow for adequate circulation for all users, while emphasizing the importance of the pedestrian experience. Plantings, landscaping, and hardscaping shall be implemented with the intention of calming traffic and creating a welcoming atmosphere. It is the intention of this Redevelopment Plan that the space should invoke the environment of an outdoor room that allows minimal, intentional traffic circulation with very little visual or physical impact on the pedestrian experience. This should become a community hub that can easily be closed down for events. Lighting should create a safe but comfortable environment that

supports 24-hour use. Through the use of different textures, colors and materials, the space should clearly indicate where the predominantly pedestrian spaces and paths are located to create pockets of gathering spaces.

The space should utilize and resemble the precedents below in Figures 30, 31, and 32 to create a truly unique public experience similar to those found at Denver's Fillmore Plaza, Seattle's Bell Street, and the Woonerf in Madison, WI.

Cedar Street shall be designed for a target speed of no more than 15 mph and contain textured pavement materials that are flush with the curb to emphasize pedestrian priority, street furniture to delineate pedestrian space, and staggered landscaping throughout the right-of-way. Additional pedestrian protection such as neckdowns and/or bulb-outs shall be provided at the end of each parking lane and at each pedestrian crossing.



Figure 30: Fillmore Plaza, Denver, CO. Flexible, pedestrian oriented design which allows for use by automobiles at times, or a fully pedestrian only plaza as desired.



Figure 31: Bell Street, Seattle, WA. A woonerf or living street, meant to create a corridor balanced for both automobile and pedestrian use by blurring the boundaries and encouraging more awareness of all users.



Figure 32: Woonerf, Madison, WI. Café tables and chairs provide an outdoor dining option at the side of a corridor which allows all modes of transport but encourages those compatible with pedestrians and human scale development.

E. Pedestrian Connections

E.1. Railroad Avenue + The Village Green

Summit is committed to truly transportation-supportive development. Currently, two major pedestrian users of this area are senior and school-aged residents due to the proximity of public schools and the senior housing. These residents are strong patrons of existing downtown businesses. Street enhancement designs should expand and support this patronage throughout the Redevelopment Area and into the downtown. To this end, this Redevelopment Area will need to enhance connectors to two key assets immediately adjacent: Summit Train Station and the Village Green. These connections will need to be embellished and better defined as the current pathways lack the improvements users are likely to expect for state-of-the-art pedestrian corridors. The location of these two corridors is shown in Figure 33. Redeveloper(s) should consider how to provide pedestrian access that is engaging, comfortable, and visible for all hours of the day.

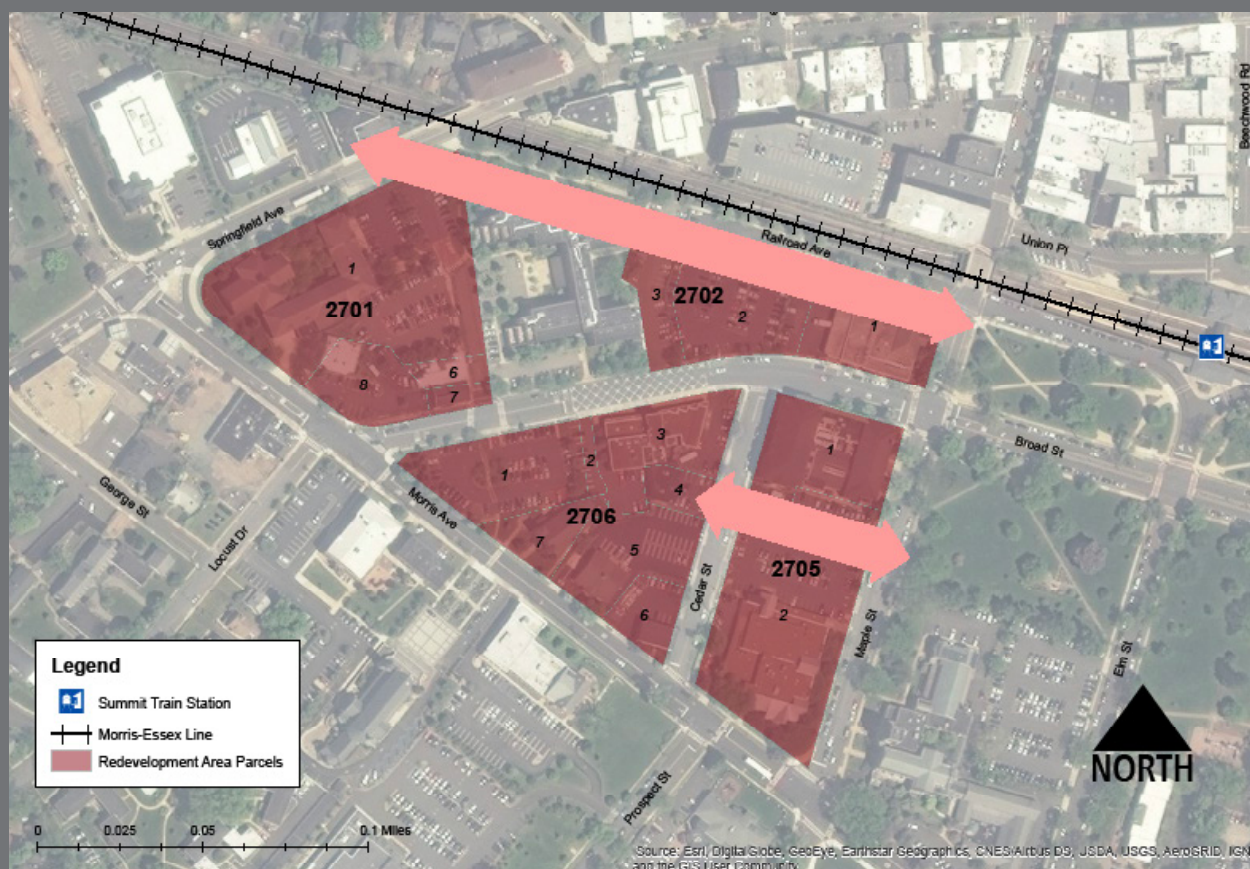


Figure 33: Improved Pedestrian Connectivity Map

These corridors should accommodate lingering and smooth circulation. It should be noted that the Railroad Avenue corridor is currently heavily used by the seniors within the Housing Authority building. Design should reflect attention to details that support these particular users. The precedents below (Figure 34 and 35) demonstrate examples supported by the public of quality pedestrian corridors. For proposed developments within Subdistrict I, partial vacation of Railroad Avenue in conjunction with adequate public realm enhancements shall be considered for assisting with site layout and circulation.

- E.2. Curbs shall be extended at corners to minimize the crossing distance for pedestrians.
- E.3. Crosswalk treatment shall be designed to maximize visibility.
- E.4. Crosswalks shall be a minimum of ten (10) feet wide.



Figure 34: Charlotte Rail Trail, Charlotte, NC. A painted section of the pedestrian and bike corridor along rail road tracks which used to be a major barrier.



Figure 35: Block Place, Melbourne, Australia. A cozy and activated pedestrian corridor.

4.8. UTILITIES

4.8.1. GENERAL REQUIREMENTS

- A. Distribution lines for all utility systems shall be placed underground.
- B. All easements shall comply with City requirements. Exact locations for utility lines and easements shall be established at time of preliminary site plan approval or subdivision.
- C. Existing above ground utilities shall be incorporated into the underground systems as improvements are undertaken. Any relocation and/or replacement of utility lines shall be the sole responsibility of the Redeveloper(s) and shall not be an expense to the City.
- D. Remote readers for all utilities, in lieu of external location of the actual metering devices, are preferred.

4.8.2. WATER + SEWER

- A. Redeveloper(s) must comply with all applicable building codes and standards including but is not limited to all local (Chapter 25 – Sewage and Wastewaters of the City of Summit General Ordinances), county, state, and federal codes or standards as well as the International Building Code.

- B. Because the water service within the City of Summit is privately owned, the Redeveloper(s) shall engage directly with the owner of the utility, New Jersey American Water, to ensure all requirements and standards are met. The City of Summit shall be informed and involved in any interactions between the Redeveloper(s) and the utility owner.
- C. The City shall continue to maintain its role in the permitting of all projects within the Redevelopment Area.
- D. Redeveloper(s) must ensure all projects provide sufficient flow and meet all standards required by the Fire Department.
- E. For water and sewer, Redeveloper(s) must model and provide guidance to City on existing service and capacity to ensure proper service for any development proposed. Continued monitoring and coordination with the City is required for all projects

4.8.3. STORMWATER

All projects within the Redevelopment Area shall employ strategies that ensure 100% of stormwater is recaptured on site. To accomplish this, the Redeveloper(s) is encouraged to employ a combination of best practices for stormwater management, especially the following:

- A. Incorporate street trees, green-roofs, planting beds, and other green infrastructure elements into planned building and landscaping designs to reduce runoff and improve local water quality.
- B. Maximize water capture and reduce pooling during heavy precipitation events with structural and passive non-structural stormwater management techniques.
- C. Integrate planted areas, greenways, green roofs, and bio-swales that filter runoff and maximize on-site infiltration.
- D. Reduce usage of impervious pavement or ground coverings to encourage groundwater recharge and slow the impact of water enter stormwater systems.
- E. Deliberate use of native and naturalized plant species that thrive in the local climate, and compliment water management strategies.
- F. Fully integrated structural and non-structural stormwater management interventions which allow systems to compliment and compensate for shortcomings and soften failure events.

All projects within the Redevelopment Area shall comply with Chapter 26 - Stormwater Management Regulations of the City of Summit General Ordinances

4.9. AFFORDABILITY

All development pursued under this Redevelopment Plan shall comply with the affordable housing regulations contained in Chapter 35, Articles 10 and 11 of the City's Development Regulations.

Pursuant to N.J.S.A 40A:12A-7(b) and the New Jersey Fair Housing Act (N.J.S.A 52:27D-301 et. Seq.), this Redevelopment Plan incorporates the affordable housing requirements set forth in the City's Land Development Regulations, premised upon the City's Housing Element and Fair Share Plan (2017).

Beyond this minimum requirement, it is imperative for this community to provide workforce housing opportunities for an entire market of residents (police, fire, architects) unable to live within the City. Proposals for any residential within the Redevelopment Area shall include an analysis for the provision of workforce housing in addition to market-rate and affordable housing.

4.10. BONUS INCENTIVES

This Redevelopment Plan recognizes that certain public improvements, over and above the minimum infrastructure requirements defined in Section 4.8. may be desirable. Some of these improvements have been identified during public outreach sessions and are listed below, while other items may emerge during the engineering studies required by Section 5.5. At the time this Redevelopment Plan was prepared, neither the cost of these public improvements nor the nature of specific redevelopment projects, have been identified. To that end, this section of the Redevelopment Plan aims to provide the City flexibility in negotiating the terms of Redevelopment Agreement(s). Additional (or bonus) height and/or residential density is therefore incorporated herein as a means to ensure financial feasibility. Any bonus units shall be subject to the affordability requirements contained in this plan.

As noted immediately above, the following public improvements are desired by the City and may be incorporated into a multi-faceted Redevelopment Agreement(s):

4.10.1. SUBDISTRICT I

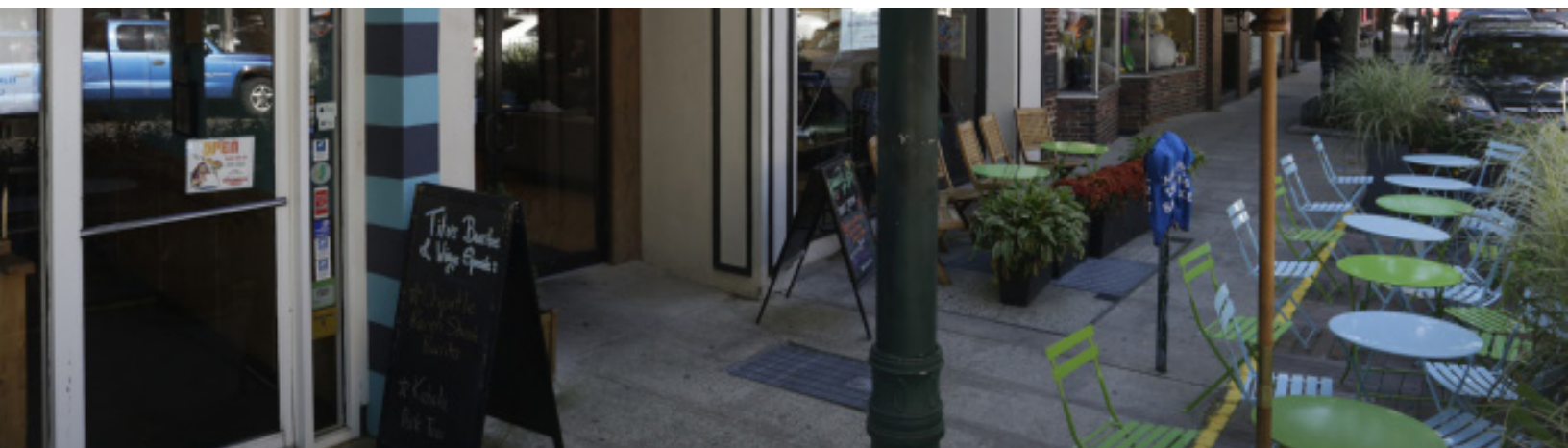
Additional parking for senior housing facility, additional public parking and/or gateway and pedestrian enhancements at Railroad Avenue and Maple Street may be negotiated for additional floors and height to offset extraordinary development costs associated with infrastructure improvements.

4.10.2. SUBDISTRICT II

Additional public parking within parking structure, second entrance for Library and/or improvements to Maple Street may be negotiated for additional height and/or floor to offset extraordinary development costs associated with infrastructure improvements.

4.10.3. SUBDISTRICT IV

Additional public parking, Chestnut Avenue enhancements and/or Springfield Avenue + Railroad Avenue gateway enhancements may be negotiated for additional floors, height and/or seventeen (17) dwelling units per acre to offset extraordinary development costs associated with infrastructure improvements.





5.1. REDEVELOPMENT ACTIONS

The City of Summit shall have such powers and duties as set forth in the LRHL and as may be set forth in this Redevelopment Plan, including, but not limited to, the authority to acquire real property without eminent domain, to relocate residents and businesses, to designate Redeveloper(s), to establish clear terms and conditions for redevelopment through the negotiation, execution, and administration of Redevelopment Agreement(s), and to do such other things as permitted by law.

5.2. NO PRIVATE PROPERTY TO BE ACQUIRED BY CONDEMNATION

This Plan does not allow for the City to use its powers of eminent domain to acquire property in the Redevelopment Area for the purpose of redevelopment.

5.3. RELOCATION REQUIREMENTS

Should implementation of this Redevelopment Plan require the displacement and relocation of businesses located within the Redevelopment Area, the Redeveloper(s) shall be responsible for any and all costs incurred by the City in providing assistance to displaced parties in accordance with the Relocation Assistance Act, N.J.S.A. 20:4-1 et seq. and the Relocation Assistance Law, N.J.S.A. 62:31B-1 et seq. At the time of property acquisition, the actual extent of displacement will be confirmed, and if it is necessary, a Workable Relocation Assistance Plan will be prepared and submitted to the New Jersey Department of Community Affairs for approval. The City will comply with the requirements of the New Jersey State relocation statutes and regulations as applicable and will provide all benefits and assistance required under applicable law.

5.4. CITY DESIGNATION OF REDEVELOPER

5.4.1. USAGE OF THE WORD "DEVELOPER"

Anytime the word "developer" is utilized in this Redevelopment Plan, the same shall mean the Redeveloper or Redevelopers that are to be designated by the Common Council in accordance with this Redevelopment Plan.

5.4.2. STANDING BEFORE PLANNING BOARD

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

5.4.3. PROCEDURAL + SUBSTANTIVE STANDARDS FOR REDEVELOPER DESIGNATION

- A. All designated Redeveloper(s) will be required to execute a Redevelopment Agreement(s) satisfactory to and authorized by the Summit Common Council. The procedural and substantive standards described here will guide Redeveloper selection(s). The Summit Common Council, acting as the Redevelopment Entity reserves all options available to it under the Local Redevelopment and Housing Law to designate one or more Redeveloper(s) to execute Redevelopment Agreement(s) to implement this Plan. In June 2018, the City publicly issued the Broad Street West Redevelopment, Request for Qualifications + Development Team, and Amendments and Clarifications thereto, to obtain information and concepts to the proposed redevelopment(s) of the designated Redevelopment Area. In connection with that process, the City interviewed multiple respondents. The City reserves the right to choose one or more of the respondents to that process, or it may solicit proposals from other parties, or it may determine to issue Requests for Proposals for one or more parcels in the Redevelopment Area, or it may, at any time, entertain unsolicited proposal(s) from a prospective Redeveloper(s) for redevelopment of one or more parcels. This Plan also encourages the owners of real property within the Plan Area to apply for designation as a Redeveloper(s) in order to carry out redevelopment activities in accordance with the Plan.
- B. The selection process will likely include the submission of some or all of the following materials (additional submission materials may be requested by the City as deemed appropriate to the particular project sites.):
 - B.1. Conceptual plans and elevations sufficient in scope to demonstrate that the design approach, architectural concepts, number and type of dwelling units, if any, retail and or commercial uses, parking, traffic circulation, flood mitigation, landscaping, open space, sustainability elements, construction schedule, including estimated pre-construction time period to secure permits and approvals, and other elements are consistent with the objectives and standards of this Redevelopment Plan.
 - B.2. Any proposals incorporating a shared parking scheme shall be accompanied by a study, prepared by a licensed Professional Engineer or recognized parking consultant, that details the analysis underlying any proposal to reduce parking requirements.

- B.3. Visualization tools that will be necessary and/or useful for local officials and/or proposed Redeveloper(s) to communicate redevelopment proposal(s) to the public. At minimum, proposed Redeveloper(s) shall provide access to “augmented reality” simulations that City officials, professionals and the public can use to view specific redevelopment and design proposals in the context of outdoor, existing conditions. Additional specifications in this regard shall be provided upon request.
- B.4. Documentation evidencing the financial responsibility and capability of the proposed Redeveloper(s) with respect to carrying out the proposed redevelopment, including but not limited to: type of company or partnership, disclosure of ownership interest, list of comparable projects successfully completed, list of references with name, address and phone information, list of any general or limited partners, financing plan, and financial profile of the Redeveloper(s) entity and its parent, if applicable.
- B.5. Traffic studies consistent with the requirements contained in Section 4.6. of this Redevelopment Plan (Access + Circulation). Submission materials shall include written reports, raw data (i.e. traffic counts), editable “Synchro” files upon which conclusions were based, as well as animated depiction of traffic flow in all evaluated scenarios including no build condition; build condition without mitigative measures; and build condition with proposed mitigative measures (as applicable). Prior to preparation of traffic studies, prospective Redeveloper(s) and/or their professionals shall consult with the City to ascertain the most up-to-date baseline condition (i.e. that includes all approved, un-built projects).
- C. Prospective Redeveloper(s) of publicly-owned parcels shall submit the following additional information intended to expedite finalization of terms and conditions ultimately to be included in a Redevelopment Agreement(s) and purchase and sale agreement:
 - C.1. Terms and conditions for the purchase of real estate or an interest therein including, but not limited to: the transactional structure (sale/lease/easement); financial terms; proposed covenants; etc.
 - C.2. Municipal-ownership of certain parcels in the Redevelopment Area may lend themselves to a transactional structure that would satisfy minimum requirements for issuance of a “Special Concessionaire

Permit” by the New Jersey Division of Alcoholic Beverage Control (see N.J.S.A. 33:1-42; N.J.A.C. 13:2-5.2). In their applications, prospective Redeveloper(s) of publicly-owned property shall include an indication of interest in pursuing a Special Concessionaire Permit in coordination with the City along with relevant business terms, including, among other things, structure of proposed licensure fees.

5.5. REDEVELOPMENT AGREEMENT

A Redevelopment Agreement(s) shall be negotiated with all designated Redeveloper(s). Each Redevelopment Agreement(s) shall provide a detailed description of the project(s) to be constructed and a schedule setting forth the timing and phasing, if applicable, of the construction. The following provisions regarding redevelopment shall be included in a negotiated Redevelopment Agreement(s) in connection with the implementation of this Redevelopment Plan and the selection of a Redeveloper(s) for any property or properties included in the Redevelopment Plan and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations to the contrary:

- 5.5.1. The Redeveloper(s), its successor or assigns shall develop the property in accordance with the uses and building requirements specified in this Redevelopment Plan and shall comply with all the terms and obligations of the Redevelopment Agreement(s).
- 5.5.2. Until the required improvements are completed, and a Certificate of Completion is issued by the City as the Redevelopment Entity, the Redeveloper covenants provided for in N.J.S.A. 40A:12A-9 and imposed in any Redevelopment Agreement(s), lease, deed or other instrument shall remain in full force and effect.
- 5.5.3. The Redevelopment Agreement(s) shall include a provision that requires the Redeveloper(s) to provide the minimum inclusionary affordable housing as required by law or the Redevelopment Plan or, as negotiated between the parties, inclusionary affordable housing units in excess of the minimum requirement.
- 5.5.4. The Redevelopment Agreement(s) shall contain provisions to assure the timely construction of the redevelopment project, the qualifications, financial capability and financial guarantees of the Redeveloper(s) and any other provisions to assure the successful completion of the project.
- 5.5.5. The Redevelopment Agreement(s) shall provide that designated Redeveloper(s) shall be responsible for the installation or upgrade of infrastructure whether on-site or offsite. The Redeveloper(s), at the Redeveloper(s)' cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection of traffic control measures, water service, sanitary sewer service, stormwater management, and flood mitigation measures to the project, in addition to all required tie-in

or connection fees. The Redeveloper(s) shall also be responsible for providing, at the Redeveloper(s') cost and expense, all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on and off-site traffic controls and road improvements for the, project or required due to the impacts of the project. All infrastructure improvements shall comply with applicable local, state and federal law and regulations.

- 5.5.6. In addition to the provisions set forth herein, the Redevelopment Agreement(s) may provide that the Redeveloper(s) will agree to provide amenities, benefits, fees, and payments in addition to those authorized under the Municipal Land Use Law.
- 5.5.7. The Redevelopment Agreement(s) shall provide that the Redeveloper(s) shall be responsible to post sufficient escrows to cover any and all costs of the City and the consultants retained by the City to review the proposed redevelopment project and advise the City on any and all aspects of the redevelopment process, negotiation of the Redevelopment Agreement(s), and the implementation of the project, and as otherwise set forth in the Redevelopment Agreement(s).
- 5.5.8. The redevelopment agreement shall provide for the payment by the redeveloper to the City of an appropriate negotiated amount to reimburse the City for some or all of the costs and fees incurred by the City in the process it undertook to designate the Broad Street West Redevelopment Area as an area in need of redevelopment, to adopt this Redevelopment Plan and to select redevelopers to implement the Plan.
- 5.5.9. The Redevelopment Agreement(s) shall provide that no covenant, lease, conveyance or other instrument shall be effected or executed by the City of Summit or by a Redeveloper(s) or any of his successors or assignees, whereby land within the Redevelopment Area is restricted, or the Redeveloper(s), upon the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender in the sale, lease, use or occupancy thereof. This covenant shall run with the land.

5.6. PLANNING BOARD APPROVAL PROCESS

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

5.6.1. Common Council Review

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

A. Common Council Review Prior to Application to Planning Board

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

- A.1. Boundary survey of the property Including easements, water bodies, parcel numbers, street names, route numbers, adjacent properties and other landmarks.
- A.2. The location, size, height, floors, and use of all proposed and existing buildings including bedroom mix and square footage of units for residential uses.
- A.3. The location, size and type of all parking spaces, loading areas and sidewalks.
- A.4. A landscaping plan.
- A.5. The location of any outside storage of equipment, supplies, materials, or vehicles.
- A.6. The height, location, type, lighting and square footage of proposed signage.
- A.7. The location, type and size of all entrances to the site or rights-of-ways located on or adjacent to the site.
- A.8. The location, type and size of any primary drain fields or reserved drain fields.

- A.9. The location, size and type of any trash and recycling disposal facilities.
- A.10. Outside lights, streetlights or other lighting mechanisms.
- A.11. Existing and proposed finished contours at two (2) foot intervals.
- A.12. The location of any buffers, including berms, trees and fencing, used to minimize the visual, sound, lighting or any other negative impacts of the project.
- A.13. The location of all utility lines.
- A.14. The location of any conservation easements dedicated open space, recreational facilities or similar areas.
- A.15. The location of any emergency service facilities, such as fire suppression lines, hydrants or other facilities.
- A.16. The location of any permanent stormwater management structures or devices.
- A.17. The location of any gas tanks, pumps or other facilities that may require additional federal, state or local permits.
- A.18. The location and type of soils, water features and wetlands.
- A.19. A schematic drawing, artist rendition or elevation drawing of the site and any buildings located on the site.
- A.20. The location and size of any monuments, statues or similar features.
- A.21. The location and type of any historic building, feature or any archaeological sites.
- A.22. The location of any rights-of-way, adjacent or nearby road improvements and uses of adjacent properties.
- A.23. An Erosion and Sediment Control Plan that meets the regulatory requirements.
- A.24. Any local, county, state or federal permits required for development of the site.
- A.25. A community impact statement and traffic impact statement.

5.6.2. Planning Board Review Process

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

5.6.3. Site Plan + Subdivision Review

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

Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan and the subdivision ordinance of the City of Summit. except that where this Redevelopment Plan contains provisions that differ from those in the subdivision ordinance, this Plan shall prevail.

No construction or alteration to existing or proposed buildings shall take place until a site plan reflecting such additional or revised construction has been submitted to, and approved by, the Planning Board. This pertains to revisions or additions prior to, during and after completion of the improvements.

In addition to the above-mentioned items, the following items, which shall be acceptable and approved by the Common Council, shall be submitted as part of a site plan application:

A. Mandatory Submissions

- A.1. All leases, licenses or agreements with third parties securing off-site parking
- A.2. A technical loading and unloading study, including but not limited to a list of expected deliveries, analysis of loading space required for each delivery, and the ability to specify the delivery time of each delivery.
- A.3. A copy of applications or conceptual designs that have been or will be submitted to NJDOT.

- A.4. A technical memorandum outlining energy efficiency strategies per Section 6.3(A)
 - A.5. A streetscape/landscape design package including name of designer and design drawings.
 - A.6. When proposing accessory roof decks, a report including design drawings and operations shall be provided.
- 5.6.4. Approvals by Other Agencies
- The designated Redeveloper(s) shall be required to provide the City with copies of all permit applications made to federal, state and county agencies upon filing such applications, as will be required by the Redevelopment Agreement(s) to be executed between the designated Redeveloper(s) and the City.

5.7. DEVIATIONS/VARIANCES

The Planning Board shall be allowed to grant "c" variances, deviations, design waivers, and/or exceptions. The Zoning Board of Adjustment shall not be allowed to grant any "d" variances, but rather the applicant shall be required to seek an amendment to the Redevelopment Plan. Any proposed changes to the Redevelopment Plan shall be in the form of an amendment to the Redevelopment Plan adopted by the Summit Common Council in accordance with the procedures set forth in the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

5.8. SEVERABILITY

The provisions of this Redevelopment Plan are subject to approval by Ordinance. If a Court of competent jurisdiction finds any word, phrase, clause, section, or provision of this Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, clause, section, or provision shall be deemed severable, and the remainder of the Redevelopment Plan and implementing Ordinance shall remain in full force and effect.

5.9. ADVERSE INFLUENCES

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

5.10. NON-DISCRIMINATION PROVISIONS

No covenant, lease, conveyance or other instrument shall be effected or executed by the City of Summit or by a Redeveloper(s) or any of his successors or assignees, whereby land within the Redevelopment Area is restricted, or the Redeveloper(s), upon the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender in the sale, lease, use or occupancy thereof.

Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the Redevelopment Agreement(s) and the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender.

5.11. RELOCATION REQUIREMENTS

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

5.12. INFRASTRUCTURE

- 5.12.1. Cost sharing methodology shall be defined in the Redevelopment Agreement(s) for each respective parcel. In addition to public improvements included in this plan, the methodology shall account for any and all previous infrastructure contribution made by a Redeveloper(s) related to the implementation of the Post Office Plaza Redevelopment Plan.
- 5.12.2. Electric Utility Improvements should make commercially reasonable best efforts to locate transformers in locations that do not negatively affects the pedestrian experience.
- 5.12.3. When proposing the use of ground mounted electrical transformers within the confines of the Redevelopment Area, a narrative explanation shall be provided that identifies other possible locations and feasibility considerations of each site and provides an explanation for the reasonable infeasibility of alternative sites.

5.13. PROCEDURES FOR AMENDING THE PLAN

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law. A request for same may be submitted to the Summit Common Council. The City of Summit reserves the right to amend this plan. A non-refundable application fee of \$10,000 shall be paid by the party requesting such amendment, unless the request is issued from an agency of the City. The City, at its sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a professional planner licensed in the State of New Jersey and other additional professionals as may be required by the City.

5.14. REDEVELOPMENT PLAN DURATION

The provisions of this Redevelopment Plan specifying the redevelopment of the Redevelopment Area and the requirements and restriction with respect thereto shall be in effect for a period of fifty (50) years from the date of adoption of this Redevelopment Plan by the Summit Common Council.

5.15. CERTIFICATES OF COMPLETION

Upon completion of a project, the Redeveloper(s) shall submit for a Certificate of Completion. Concurrently, a zoning ordinance amendment shall be submitted to the Summit Common Council requesting that the zoning for the subject parcel(s) be incorporated into the City Code to ensure that the standards remain applicable.

5.16. LAND USE MAP AMENDMENTS

The adoption of this Redevelopment Plan or any amendments thereto shall automatically allow for any necessary modifications to the official Summit City Land Use Map to ensure consistency between the two documents.

5.17. ADDITIONAL SUPERSEDING PROVISIONS

The standards contained within this Redevelopment Plan shall supersede any conflicting standards contained within the Development Regulations Ordinance (DRO) of the City of Summit or other applicable City of Summit codes or ordinances.

5.17.1. Terms and Definitions

Any terms or definitions not addressed within this Redevelopment Plan shall rely on the applicable terms and conditions set forth in the Zoning Ordinance of the City of Summit.

5.17.2. Other Applicable Design and Performance Standards

Any design or performance standards not addressed within this Redevelopment Plan shall rely on the applicable design and performance standards set forth in the Land Development Ordinance of the City of Summit.

5.18. OTHER PROVISIONS

5.18.1. This Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved public utilities, recreation and community facilities and other public improvements. This Redevelopment Plan has set forth various programs and strategies requiring implementation in order to carry out the objectives set forth herein.

5.18.2. This Redevelopment Plan sets forth the proposed land uses and building requirements for the Redevelopment Area.

5.18.3. The diagrams, images and other graphic representations provided in this Redevelopment Plan are intended to provide a framework for interpretation of the written standards and regulations contained

herein. Nothing in this Redevelopment Plan shall preclude the partial redevelopment of a block depicted in such diagrams, images or other graphic representations, provided that such subdivision or re-subdivision and partial redevelopment of a block is fully in conformance with the written standards and regulations contained herein.

- 5.18.4. Final adoption of this Plan by the Common Council of the City of Summit shall be considered an amendment of the City Zoning Map.
- 5.18.5. The NJ Department of Transportation (DOT) shall have final authority over street design and related specifications with respect to all State roadways.

5.19. OTHER REDEVELOPMENT ACTIONS

In carrying out this Redevelopment Plan, the City of Summit and any designated Redeveloper(s) may be required to undertake a variety of redevelopment actions. These may include, but will not be limited to:

- 5.19.1. Consolidation and/or subdivision of tax lots.
- 5.19.2. Acquisition and assembly of suitable parcels of land for the construction of the uses set forth in this Redevelopment Plan.
- 5.19.3. Clearance of abandoned, deteriorated, obsolete structures or uses or structures, or remains of structures, on underutilized land areas, where necessary.
- 5.19.4. Construction of new structures or other improvements.
- 5.19.5. Provisions for public infrastructure necessary to service and support new redevelopment, including improved streetscapes and beautification of the area.
- 5.19.6. Vacation of public utility easements or rights-of-way as may be necessary for redevelopment.

5.20. PUBLIC IMPROVEMENT APPROVALS

In cases where third party governmental approvals are pending at the time of project completion, the City of Summit may at its discretion allow a certificate of occupancy to be issued for site while public improvements are pending. It is anticipated that the conditions required to issue a certificate of occupancy will be specified in a Redevelopment Agreement(s) to be negotiated between designated Redeveloper(s) and the City of Summit. It is recommended that this aspect of potential Redevelopment Agreement(s) be structured to require Redeveloper(s) to work collaboratively with the City's professionals to design the required improvements and, in cases where the municipality applies for permits directly, Redeveloper(s) shall facilitate the City's efforts to obtain permits from requisite third-party agencies. The following steps are recommended in cases where certificates of occupancy may be issued prior to implementation of all public approvals:

- 5.20.1. Step 1
Engineering Studies / Preliminary Analysis: Redeveloper(s) shall prepare required technical memoranda that may be required by third-party governmental agency on a pre-application basis. The memorandum will be presented to the municipality for the municipality to use for coordination with third-party agencies. Redeveloper(s') professionals shall attend all required coordinated meetings prior to preparing application materials.
- 5.20.2. Step 2
Engineered Plans: Once authorization to design is granted, the Redeveloper(s) shall prepare engineered design documents suitable for public bidding and in accordance with applicable requirements and standards for approval. The Redeveloper(s) shall coordinate with the City and the City's professionals on all final designs.
- 5.20.3. Step 3
Permit Applications & Supporting Materials: At such a time when the Redeveloper(s) and the City agree on the final engineered design, the Redeveloper(s) shall provide all necessary materials to support the requisite application(s) to applicable approval agency, which the City shall, in turn, submit for approval. The Redeveloper(s) shall support the City during the requisite application review process on an as needed basis. The Redeveloper(s) shall maintain an escrow account to compensate the City's professionals for work required to facilitate receipt of necessary approvals.
- 5.20.4. Step 4
Construction Bond: Once approvals are obtained, the Redeveloper(s) shall post a bond in an amount necessary to cover the construction cost, which shall be based upon the awarded contract amount.
- 5.20.5. Step 5
Construction Bidding & Contract Administration: The City shall be responsible for projects requiring public bidding and construction contract administration.
- 5.20.6. Step 6
Post-Design & Inspection Services: The Redeveloper(s') consultants shall provide all post-design engineering services; inspection coordination and other services as may be required as part of any approval process. Redeveloper(s') consultants shall be approved as may be necessary for construction inspection and other services as may be applicable.
- 5.20.7. Step 7
As-Built Certification: Redeveloper(s') consultant shall provide as-built certification documents and other close-out materials as may be required in accordance with any approval process and shall provide support at such a time when new improvements are accepted by third party agencies.

5.21. COMPUTATIONS

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



RELATION TO OTHER PLANS

A.1. 2000 MASTER PLAN - SUMMIT, NEW JERSEY

The City of Summit last performed a master plan update in 2000. This Redevelopment Plan is consistent with the 2000 Master Plan with the following objectives stated in that plan aligning especially well with the goals and objectives of this Redevelopment Plan:

A.1.1. LAND USE

- A. To support the upgrading of substandard properties in the City through code enforcement efforts, education, ordinance amendments and other initiatives.
- B. To promote a desirable visual environment through creative and flexible development techniques with respect to environmental assets and constraints of the City.
- C. 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.
- D. To encourage residential development in locations and at densities which are compatible with existing development patterns and which public roadways and utilities can service.
- E. To improve the quality of neighborhood business areas.

A.1.2. ECONOMIC DEVELOPMENT

- A. 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.
- B. To ensure that transportation, business and economic development retain a healthy relationship with the residential character of the City.
- C. 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.
- D. To encourage the placement of public art in strategic locations throughout the City.

A.1.3. CIRCULATION

- A. 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.

- B. To provide for adequate parking and adequate loading and unloading facilities.
- C. To improve and expand pedestrian and bicycle connections.
- D. To encourage the use of mass transit.

A.1.4. UTILITIES

- A. 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.

A.2. 2016 MASTER PLAN RE-EXAMINATION + UPDATE REPORT

This Redevelopment Plan is consistent with the 2016 Master Plan Re-Examination and Update report. Specifically, the following goals from the 2016 Re-Examination report are in line with the type of development envisioned by this Plan.

- A.2.1. Goal 1: Guide Development to Maintain and Enhance the Character of Summit
 - A. Objective 1.01: Strengthen Design Standards and Guidelines
 - B. Objective 1.03: Protect Existing Sites That Are of Historic Value to Preserve the City's Historic Character
 - C. Objective 1.05: Redevelopment Should Be Pursued by The Planning Board in Areas Likely to Meet the Statutory Requirements for An Area in Need of Redevelopment
- A.2.2. Goal 2: Maintain a Dynamic and Vibrant City
 - A. Objective 2.01: Promote Mixed Use and Residential Development Downtown
 - B. Objective 2.02: Enhance the Programming and Design of Public Spaces
 - C. Objective 2.03: Incorporate Public Art and Infrastructure into Streetscapes and Infrastructure Throughout the City
 - D. Objective 2.05: Redefine the Boundaries of "Downtown" to Include the Broad Street Corridor
- A.2.3. Goal 3: Improve Connectivity Between People and Places to Promote a Healthy and Vibrant Community
 - A. Objective 3.01: Address Pedestrian and Cycling Safety Priorities
 - B. Objective 3.02: Utilize the Village Green as an Active Center that Connects Neighborhoods
- A.2.4. Goal 4: Promotes a City that is Welcoming to Residents of All Ages, Races, Ethnicities, Abilities and Income Ranges
 - A. Objective 4.01: Promote the Development of a Variety of Housing Types

- B. Objective 4.02: Ensure that Residential Neighborhoods are not Isolated from Community services and are designed to Encourage Pedestrian Mobility and Access to Public Transportation
- A.2.5. Goal 5: Build Economic Resiliency by Supporting Reinvestment
 - A. Objective 5.01: Recognize and Manage the City's Position as an Economic Hub
- A.2.6. Goal 6: Preserve and Enhance natural Beauty, Open Space and Community Facility Assets for Future Generations
 - A. Objective 6.01: Preserve and Enhance Park and Recreation Facilities, Where Appropriate, to Meet the needs and Demands of Presents and Future Residents
 - B. Objective 6.02: Encourage Low-Impact Development and Green Technologies in All New and Existing Buildings, Infrastructure and Capital Projects

A.3. 1998 UNION COUNTY MASTER PLAN

This Redevelopment Plan is substantially consistent with the 1998 Union County Master Plan, which aims expand housing options, promote sustainable growth, and encourage diverse transit options. Pursuant to N.J.S.A. 40A: 12A-7(a)(5), this Redevelopment Plan relates directly to the goals and objectives of the Union County Master Plan, including:

A.3.1. HOUSING

- A. Goal: Promote the provision of a broad range of housing opportunities for all income levels and household types by encouraging the maintenance or rehabilitation of the existing housing stock and through the construction of new housing units.
 - A.1. Objective: Encourage the construction of multi-family apartment and townhouse units in either rental, condominium or fee simple ownership for all age groups, household types and income levels.

A.3.2. DEVELOPMENT

- A. Goal: To facilitate the development of Union County by directing new growth to environmentally suitable areas that can be provided with essential infrastructure and support facilities and to revitalize the urban centers and corridors within the County.
 - A.1. Objective: Identify land areas suitable for residential, commercial and industrial development sufficient to accommodate reasonable projections of future needs.
 - A.2. Objective: Promote new development and redevelopment that is consistent and compatible with existing settlement patterns.

- A.3. Objective: Promote the revitalization of urban centers and older suburban areas through industrial and commercial adaptive reuse, economic development programs, environmental clean-up of contaminated sites, upgrading of community infrastructure, and upgrading of transportation and transit facilities.
- A.4. Objective: Promote the continued development and expansion of recreational facilities to meet the recreational needs of existing and future residents and encourage the maintenance of open space and the protection of sensitive environmental features.

A.3.3. Transportation + Circulation

- A. Goal: To promote the development of an improved and balanced, multi-modal transportation system that integrates and links highway, bus, rail, air, waterborne transport systems and pedestrian and bicycle facilities.
 - A.1. Objective: Provide coordinated development of land use density/intensity and transportation systems that will support and sustain regional transportation systems for rail and bus service.
 - A.2. Objective: Encourage the improvement of existing and construction of new rail stations, bus shelters and parking support facilities.

A.4. 1975 MORRIS COUNTY MASTER PLAN – ADJACENT COUNTY

This Redevelopment Plan is largely consistent with the 1975 Morris County Master Plan, which aims to address sprawl and sustainability in the greater region. This Redevelopment Plan relates directly to the following goals and objectives identified in the Morris County Master Plan:

- A.4.1. Make fuller use of existing transportation lines and facilities. The County Plan forecasted that transit would achieve a greater influence on the region's development as an imperative alternative to private automobile use and its peripheral impacts of congestion, pollution, and encouragement of sprawl.
- A.4.2. Promote a greater diversity of housing types. The County Plan encourages adequate housing provisions for the elderly, young persons, and those who need affordable housing. Consequently, goals for the County's future should include a variety of housing, capable of creating homes for all residents.
- A.4.3. Find a more feasible alternative to the present situation of "strip mall" commercial development found on major roads, and single-family homes on unnecessarily large lots.

- A.4.4. “Cluster” future growth around definable town centers and transportation facilities to include commercial and office employment as well as residential, with land use intensity decreasing as distance from the town center increases.

A.5. 2001 NJ STATE DEVELOPMENT + REDEVELOPMENT PLAN

The Broad Street West Redevelopment Area, along with the majority of the City of Summit, falls within the State’s Planning Area 1 (PA1, Metropolitan Planning Area). As documented in the State Development + Redevelopment Plan, the following intent is identified for PA1, which are wholly consistent with this Redevelopment Plan:

- Provide for much of the State’s future redevelopment;
- Revitalize cities and towns;
- Promote growth in compact forms;
- Stabilize older suburbs;
- Redesign areas of sprawl; and
- Protect the character in existing stable communities.

This Redevelopment Plan will upgrade the use of land near the train station and existing downtown to promote continued economic development; expand housing options to provide a balanced residential population; manage local traffic congestion and reduce pollution; and encourage transit opportunities for connections within and between the Metropolitan Planning Area, suburban employment centers, and the Philadelphia and New York metropolitan areas.

Smart Growth principals, as established in the 2001 New Jersey State Development and Redevelopment Plan, encourage a compact form of development and redevelopment in recognized Centers, which include existing infrastructure that serves and enhances the economy, the community, and the environment. The regulations within this Redevelopment Plan should encourage innovative Smart Growth projects which conform to New Jersey’s Smart Growth Principles, including:

- Public amenities and urban design which contribute to a walkable neighborhood that offers upgrades to the current use for residents, commuters, and visitors, alike.
- Continue to build on the City’s efforts to encourage development and redevelopment in the downtown and to direct growth in areas with existing infrastructure.
- Programming and design recommendations which include a wide range of transportation and pedestrian infrastructure improvements and promote active transportation options, including walking, bicycling, car-sharing, scooters, and transit.
- Provide a framework for equitable, predictable, and efficient redevelopment decision making.
- Expand upon a collaborative and transparent redevelopment process.

A.6. NJ STATE STRATEGIC PLAN

The New Jersey State Planning Commission released its final draft of the State Strategic Plan (SSP) on November 14, 2011. Compared to the State Development and Redevelopment Plan, the SSP emphasizes a more “proactive, aggressive, and strategic approach to planning for the State’s future. An approach that aligns clear goals with sound decision making and coordination among government entities which will better position New Jersey for growth opportunities and allow New Jersey to once again complete for and capitalize on growth opportunities.”

Central to the SSP is its contemplation of development in Smart Growth locations and regional centers. This Redevelopment Plan furthers the following objectives, goals, and findings of the SSP:

- Capitalizes on the “desirability of Transit Hubs” by expanding housing options near major transit assets and provides the necessary design and building conditions for concentration of jobs, retail, and public amenities.
- Creates a neighborhood orientated towards transit that is intended to serve residents, visitors, and commuters. The SSP expects that housing and development with multiple transit options will be the preferred choice for the majority of future homebuyers and will command a premium in the market.
- Effectuates the following “Garden State Values:”
 - Concentrate Development and Mix Uses;
 - Prioritize Redevelopment, Infill, and Existing Infrastructure;
 - Increase Job and Business Opportunities in Priority Growth Investment Areas;
 - Create High-Quality, Livable Places;
 - Provide Transportation Choice + Efficient Mobility of Goods;
 - Diversify Housing Opportunities; and
 - Make Decisions with Regional Framework.

REDEVELOPMENT + HOUSING LAW

New Jersey's Local Redevelopment and Housing Law (the "LRHL") empowers local governments to initiate a process by which designated properties that meet certain statutory criteria can be transformed to advance the public interest. Once an area is designated "in need of redevelopment" in accordance with statutory criteria, municipalities may adopt redevelopment plans and employ several planning and financial tools to make redevelopment projects more feasible to remove deleterious conditions. A redevelopment designation may also qualify projects in the redevelopment area for financial subsidies or other incentive programs offered by the State of New Jersey.

A.1. PROCESS

The LRHL requires local governments to follow a process involving a series of steps before they may exercise powers under the LRHL. The process is designed to ensure that the public is given adequate notice and opportunity to participate in the public process. Further, the redevelopment process requires the Governing Body and Planning Board interact to ensure that all redevelopment actions consider the municipal Master Plan. The steps required are generally as follows:

- A.1.1. The Governing Body must adopt a resolution directing the Planning Board to perform a preliminary investigation to determine whether a specified area is in need of redevelopment according to criteria set forth in the LRHL (N.J.S.A. 40A:12A-5).
- A.1.2. The resolution authorizing the Planning Board to undertake a preliminary investigation shall state whether the redevelopment area determination shall authorize the municipality to use all those powers for use in a redevelopment area other than the use of eminent domain (non-condemnation redevelopment area) or whether the redevelopment area determination shall authorize the municipality to use all those powers for use in a redevelopment area, including the power of eminent domain (condemnation redevelopment area).
- A.1.3. The Planning Board must prepare and make available a map delineating the boundaries of the proposed redevelopment area, specifying the parcels to be included and investigated. A statement setting forth the basis of the investigation or the preliminary statement should accompany this map.
- A.1.4. The Planning Board must conduct the investigation and produce a report presenting the findings. The Board must also hold a duly noticed hearing to present the results of the investigation and to allow interested parties to give testimony. The Planning Board then may adopt a resolution recommending a course of action to the Governing Body.
- A.1.5. The Governing Body may accept, reject, or modify this recommendation by adopting a resolution designating lands recommended by the Planning Board as an "Area in Need of Redevelopment." The Governing Body must make the final determination as to the Non-Condensation Redevelopment Area boundaries.

- A.1.6. If the Governing Body resolution assigning the investigation to the Planning Board states that the redevelopment determination shall establish a Condemnation Redevelopment Area, then the notice of the final determination shall indicate that:
 - A. The determination operates as a finding of public purpose and authorizes the municipality to exercise the power of eminent domain to acquire property in the redevelopment area, and
 - B. Legal action to challenge the final determination must be commenced within forty-five (45) days of receipt of notice and that failure to do so shall preclude an owner from later raising such challenge.
- A.1.7. A Redevelopment Plan may be prepared establishing the goals, objectives, and specific actions to be taken with regard to the "Area in Need of Redevelopment."
- A.1.8. The Governing Body may then act on the Plan by passing an ordinance adopting the Plan as an amendment to the municipal Zoning Ordinance. Only after completion of this process is a municipality able to exercise the powers under the LRHL.

A.2. REDEVELOPMENT PLAN CONTENT

The LRHL identifies required components to be included in a redevelopment plan. In accordance with N.J.S.A 40A:12A-7a, the redevelopment plan must include an outline for the planning, development, redevelopment or rehabilitation of a project area which is sufficient to indicate:

- A.2.1. Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
- A.2.2. Proposed land uses and building requirements in the project area.
- A.2.3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
- A.2.4. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.
- A.2.5. Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L. 1985, c.398 (C.52:18A-196 et al.).

The following definitions supreceed those found in the City of Summit Development Regulations Ordinance. For anything not defined within this Redevelopment Plan, the definitions found in Artical I, Section 35-1.6 of the the Summit Development Regulations Ordinance shall continue to be applicable.

ADULT ENTERTAINMENT USE

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

AUTOMOBILE SALES

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

AUTOMOTIVE RENTAL

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

AUTOMOTIVE REPAIR

A building used for the repair of automobiles, not including auto sales or dealerships, nor the sale of junked automotive equipment, parts or inoperable motor vehicles or gasoline.

AUTOMOTIVE SHARE

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

BREWERY

An establishment licensed, under N.J.S.A 33:1-10, to manufacture alcoholic beverages and to sell and distribute the products to licensed wholesalers and retailers. Such uses may manufacture, sell and serve alcoholic beverages to consumers on a licensed premise for consumption on site, but only in connection with a tour of the brewery,

or for consumption off the premises. Breweries may include warehousing and off-site distribution of alcoholic beverages consistent with state law and applicable licensing from the City of Summit.

BREW PUB

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

CHILD CARE CENTER

An establishment providing for the care, supervision, and protection of children that is licensed by the State of New Jersey pursuant to P.L. 1983, c. 492 (C. 30:5B-1 et seq.).

CO-WORKING

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

COMMERCIAL RECREATION FACILITY—INDOOR

Establishments providing indoor amusement and entertainment services for a fee or admission charge, including bowling alleys, coin-operated amusement arcades, dance halls, clubs and ballrooms, electronic game arcades (video games, pinball, etc.), ice skating and roller skating, pool and billiard rooms as primary uses.

This use does not include adult entertainment uses, which are separately defined. Four or more electronic games or coin operated amusements in any establishment, or a premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above; three or fewer machines are not considered a land use separate from the primary use of the Site.

COMMUNITY CENTER

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

CONVENIENCE STORE

A retail store that sells general merchandise, limited grocery items with less than 4,000 square feet of gross floor area and open for business more than 15 hours a

day. The sale of prepared foods, not made-to-order, for off-site consumption may be included in this definition so long as the sale of prepared foods is subordinate to the sale of general merchandise and grocery items.

DEMONSTRATION KITCHEN

A venue designed and operated for the express purpose of the presentation and demonstration of food and/or the presentation and explanation of domestic cooking recipes or techniques to an audience.

DRIVE THROUGH

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

DWELLING

A structure or portion thereof that is used exclusively for human habitation. "Dwellings" may include but are not limited to the following types:

A. ATTACHED SINGLE FAMILY/TOWNHOUSE

A one-family dwelling in a row of at least three (3) such attached dwellings in which each dwelling has its own front and rear access to the outside, no dwelling is located over another dwelling and each dwelling is separated from all other attached dwellings by one (1) or more vertical common fire-resistant walls.

B. TWO-FAMILY

A building on a single lot containing two (2) dwelling units, each of which is separated from the other by an unpierced wall extending from ground to roof or an unpierced ceiling and floor extending from exterior wall to exterior wall, except for a common stairwell exterior to both dwelling units.

C. MULTIFAMILY

A building containing three (3) or more dwelling units that share common horizontal separations, including garden apartments.

D. TWIN HOUSE/DUPLEX

A structure including two dwelling units separated by a plane vertical party wall and each susceptible to sale on an individual lot.

GASOLINE SERVICE STATION

A place where gasoline or other motor fuel is offered for sale to the public and deliveries are made directly into motor vehicles and which may provide for minor repairs but shall not include auto body work, welding or painting, or any repair work outside of the enclosed building.

GALLERIES

A space for the exhibition and/or sale of works of art.

HOTEL

A facility offering transient lodging accommodations to the general public and may provide additional services such as restaurants, meeting rooms and entertainment. Recreation facilities may be provided for the guests.

MARKETPLACE

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

MUSEUM

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

NIGHTCLUB

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

OFFICE

A room or group of rooms used for conducting the affairs of a business, profession, service, industry, or government and generally furnished with desks, tables, files, and communication equipment.

OPEN SPACE, PUBLIC

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

OUTDOOR DINING

The extension of the services of a restaurant preparing and serving foods for consumption within a building, to the extent that food is permitted to be served and consumed at the tables placed outside adjacent to and within the confines of the frontage of that portion of the building in which the restaurant is situated.

PARKING GARAGE, PUBLIC

A building intended for the parking of motor vehicles, owned and operated by the City of Summit.

PARKING GARAGE, PRIVATE

A building intended for the parking of motor vehicles.

PERSONAL SERVICE FACILITIES

Establishments primarily engaged in providing services involving personal care of a person or his or her personal goods or apparel including the following: day spas, hair salons, beauty salons, massage services and that the staff performing the services by licensed by the State regulatory board and barbershops; skin care and nail salons or combinations; shoe repair; clothing services such as coin-operated laundries, cleaning and pressing facilities; clothing alterations; custom tailoring and clothing rentals; personal training, and tutoring.

RECREATION FACILITY

A place where sports, leisure time activities and customary and usual recreational activities are carried out.

RESTAURANT

An establishment with seating where food and drink is prepared, served and consumed primarily within the principal building without facilities for drive-through order or drive-through pickup or any service from within the building to patrons outside at a pick up window, counter or similar opening. This use shall not include the sale of alcoholic beverages either for on- or off-site consumption.

RESTAURANT, LIQUOR LICENSED

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

RETAIL SALES

Establishments engaged in selling goods or merchandise to the general public for personal, household or business use, not including the sale or rental of transportables, adult entertainment use as defined in this plan, junk or scrap yards, petroleum and propane bulk stations or sale of used automotive parts.

RETAIL SERVICE FACILITIES

Establishments providing services, as opposed to products, or both services and products, to the general public including the following: copy or printing centers; showrooms for household furnishings, remodeling or decorating, which may also provide design services; telephone services; opticians, pet care, grooming and day care but not including veterinary services; photography studios; package wrapping and mailing services; tax return preparation services; security and commodity brokers, dealers, exchanges and services; banks or savings and loan institutions providing direct customer services either through tellers or automated bank machines; real estate agencies; travel agencies.

ROOF DECK

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

SOLAR READY

Building design and construction which anticipates the needs associated with installation and use of solar panels and eliminates or minimizes the need for alteration and retrofitting to implement solar systems. The following items should be specifically considered as well as site and project specific items.

- Roof slope that is oriented to optimize solar system performance.
- Maximized roof area available for solar system by limiting area dedicated to other roof mounted mechanicals.
- Building and roof structure is designed to accommodate the load of solar equipment, including wind load and other environmental impacts.
- Ensure access for service and maintenance needs of solar system once installed.
- Include conduit ducts and appropriate indoor equipment space is included in building design and construction.

SUBDISTRICT

One of the four areas within the Broad Street West Redevelopment Area which uses, and area and bulk requirements are regulated.

NIGHTCLUB

Any premises licensed to provide for the on-premises consumption of alcoholic beverages, and where the principal use or function during regular meal hours (i.e., between 10:00 a.m. and 11:00 p.m.) is the sale of food, and the principal use or function after regular meal hours is the selling of alcoholic beverages and incident

DEFINITIONS



thereto may be the retail sale or consumption of food as a permitted use, consistent with N.J.S.A. 33:12 et seq., and where any of the following elements exist: (a) more than thirty (30%) percent of the floor area of the establishment is devoted to an entertainment portion of the business; or (b) the occupancy rate is either more than 130% of the number of seats or less than 12 square feet per occupant. Entertainment shall not include background music, whether live or recorded, whose primary purpose is to create an atmosphere or ambiance.

WORKFORCE HOUSING

Housing that is affordable to families whose incomes are within 60% to 140% of the County's area median income as reported by the United States Department of Housing and Urban Development and adjusted to family size.





RESOLUTION 5351

D

Resolution (ID # 5351)

November 13, 2017

**A RESOLUTION OF THE CITY OF SUMMIT, COUNTY OF UNION, NEW JERSEY,
ACCEPTING PLANNING RECOMMENDATIONS FOR AN AREA IN NEED OF
REDEVELOPMENT CONSISTING OF BLOCK 2701, LOTS 1, 6, 7, AND 8; BLOCK 2702, LOT
3; BLOCK 2705, LOTS 1 AND 2, AND BLOCK 2706, LOTS 1, 2, 3, 4, 5, 6, AND 7 IN
ACCORDANCE WITH N.J.S.A. 40A:12A-1 ET SEQ.**

WHEREAS, pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq., on May 2, 2017, the Common Council adopted Resolution No. 37882 authorizing the City of Summit Planning Board (the "Planning Board") to undertake a preliminary investigation for the redevelopment of Block 1913, Lots 1, 2, and 3; Block 2701, Lots 1, 6, 7, and 8; Block 2702, Lot 3; Block 2705, Lots 1 and 2, and Block 2706, Lots 1, 2, 3, 4, 5, 6, and 7 on the tax maps of the City (the "Study Area") meets the criteria set forth in N.J.S.A. 40A:12A-5 for designation as a Non-condemnation "Area in Need of Redevelopment," and

WHEREAS, the Planning Board, pursuant to N.J.S.A. 40A:12A-6, undertook a Preliminary Investigation and, in conjunction therewith, prepared a map showing the boundaries of the Study Area, the location of the various parcels of property constituting the Study Area and a statement setting forth the basis for its Preliminary Investigation, and

WHEREAS, the Planning Board conducted a public hearing, duly noticed under the Local Redevelopment and Housing Law, on September 25, 2017, at which members of the general public, including all persons who were interested in or would be affected by a determination that the Study Area constituted an "non-condemnation area in need of redevelopment", were given an opportunity to be heard and all objections to such determination and evidence in support thereof, whether given orally or in writing, were received and considered by the Planning Board and made a part of the public record, and

WHEREAS, as part of the investigation, the Planning Board reviewed the recommendations entitled "Preliminary Investigation, Broad Street West, Summit, NJ" prepared by Topology, Philip A. Abramson, P.P., A.I.C.P., and Leigh Anne Hindenlang, P.P., A.I.C.P., and dated September 15, 2017 (the "Report"), and

WHEREAS, the Planning Board unanimously passed a resolution dated October 25, 2017, recommending that the City of Summit designate the Study Area as a Non-condemnation "Area in Need of Redevelopment", with the exception of Block 1913, Lots 1, 2 and 3, and

WHEREAS, upon receipt and review of the Planning Board's recommendations relating to the Report, the Common Council believes it is in the best interests of the City for the redevelopment of the Study Area, with the exception of Block 1913, Lots 1, 2 and 3.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SUMMIT, COUNTY OF UNION, NEW JERSEY, THAT:



RESOLUTION 1739

D



Department of Community Services (DCS)
DAR-Buildings and Grounds

www.cityofsummit.org

Meeting: 03/05/13 07:30 PM

RESOLUTION (ID # 1739)

DOC ID: 1739

TO: Mayor and Common Council

FROM: Beth Kinney, Director, DCS

DATE: February 28, 2013

COPY:

SUBJECT: Discussion of Railroad Avenue Lot and Determination as an "Area in Need of Redevelopment"

Attached are three documents regarding Declaring the Railroad Avenue Parking Lot an Area in Need of Redevelopment:

1. A Resolution from the Planning Board of the City of Summit recommending the following:
 - That the Study Area be designated an "Area in Need of Redevelopment" pursuant to the New Jersey Local Housing and Redevelopment Law, N.J.S.A. 40A:12A-1 et seq. and specifically N.J.S.A. 40A:12A-6 (d) and (e);
 - That the City Council of the City of Summit authorize the Planning Board to prepare a redevelopment plan for the Study Area pursuant to N.J.S.A. 40A:12-A-7.
2. An Area in Need of Redevelopment Study of the Railroad Avenue Parking Lot completed by Burgis, Associates, inc.
3. A cover Memo from Kevin Kain, City Planner summarizing the Redevelopment Process and recommended next steps.

I recommend that Common Council discuss the findings in the report and the Planning Board resolution at the March 5th Common Council meeting. If the Council would like to move forward, the next step would be a resolution accepting the Planning Board resolution and declaring the study area (Railroad Avenue Parking Lot) an Area in Need of Redevelopment.



RESOLUTION 2710

D

Resolution (ID # 2710)

September 2, 2014

AUTHORIZE REDEVELOPMENT PLAN - (POST OFFICE) - BLOCK 2702, LOT 1

WHEREAS, by Resolution No. 36348, dated June 17, 2014, the Common Council of the City of Summit ("Council"), authorized and directed the Planning Board of the City of Summit ("Planning Board" or "Board") to investigate whether Block 2702, Lot 1, inclusive of streets and rights of way appurtenant thereto ("Study Area"), is a "Non-Condensation Redevelopment Area" pursuant to the LRHL; and

WHEREAS, on July 28, 2014, as required by N.J.S.A. 40A:12A-6(b)(2), the Planning Board held a public hearing ("Public Hearing") for the purpose of hearing persons interested in, or affected by, a determination that the Study Area is a "Non-Condensation Area in Need of Redevelopment"; and

WHEREAS, at said Public Hearing, the Planning Board made the following findings of fact and conclusions of law:

1. Notice of the Public Hearing was provided in compliance with the requirements set forth in the LRHL at N.J.S.A. 40A:12A-6 (b)(3), including publication on July 10, 2014 in the *Newark Star-Ledger* and on July 17, 2014 in the *Union County Legal Source*.

2. At the Public Hearing, the Planning Board heard and considered extensive testimony provided by the Board's Professional Planner, Edward Smieckus, Jr, P.P., L.A., A.S.L.A.

3. The presentation and testimony of Mr. Smieckus focused upon the findings and conclusions of a written report prepared by Mr. Smieckus, dated July 16, 2014, entitled "Non-Condensation Area in Need of Redevelopment Study" ("Report") which is based upon an investigation of the Study Area and also takes into consideration surrounding properties. Said Report was filed with the Planning Board and made available to the interested public prior to the date of the Public Hearing.

4. The Study Area, owned by the United States Government, is located at Block 2702, Lot 1, 61 Maple Street in the City of Summit ("City"), in the City's "PL" Public Lands zone district.

5. The Study Area is in close proximity to the City's Central Retail Business District ("CRBD"), as well as the City's New Jersey Transit passenger railroad station.

6. The Study Area, measuring approximately 34,000 square feet at the corner of Maple and Broad Streets, is rectangular in shape and is occupied by the City's branch of the United States Post Office ("Post Office"), a one (1) story building possessing a footprint of approximately 19,300 square feet.



RESPONSE ACTION OUTCOME LETTER



Client

City of Summit Department of
Community Services

Location

Summit, New Jersey

Completion

2017

Services Provided

Health & Safety Plan
Site Investigation Work Plan
Quality Assurance Project
Plan
Geophysical Utility Clearance
Soil Sampling
Backfill Sampling
Temporary Well Installation
Monitoring Well Installation
Groundwater Sampling
Waste Disposal
Receptor Evaluation
Statistical Analysis of Data
Fate & Transport Modeling
Well Abandonment
Combined Site Investigation,
Remedial Investigation,
Remedial Action Report
Response Action Outcome



UST CLOSURE, REMEDIAL INVESTIGATION, & RESPONSE ACTION OUTCOME

Two (2) 2,000-gallon underground storage tanks (USTs) were located east of the City of Summit Fire Headquarters. The USTs contained medium diesel fuel (No. 2-D) and unleaded gasoline. Both USTs were removed and replaced in 1999. Additional sampling was completed in 2008 and three Areas of Concern (AOCs) related to the USTs were identified; lead and chromium were identified in fill material and reported to NJDEP as case 07-03-08-1508-12. The AOCs included: AOC-1 post-excavation soils around the former USTs; AOC-2 soil used to backfill the UST excavation area; and AOC-3 groundwater downgradient of the former USTs.

In May 2012, H2M was retained by the City of Summit to provide a Licensed Site Remediation Professional (LSRP) and site investigation/remedial action services to meet the requirements necessary to complete the remediation of the USTs and close the spill via a Response Action Outcome (RAO). H2M mobilized to the site and identified locations of utilities and current storage tanks and piping using surface geophysical survey using ground-penetrating radar and EM-81 prior to drilling. Soil samples were collected from the former UST area via Geoprobe soil borings, and collected groundwater via a temporary well point. Based on the groundwater data, a monitoring well was also installed and sampled.

Based on the soil samples collected and analyzed, soils surrounding the USTs (AOC-1) were determined to meet the most stringent NJDEP Soil Remediation Standards and an unrestricted use RAO was determined to be appropriate for AOC-1. Soil used to backfill the excavation (AOC-2) was tested and some samples were found to contain lead that exceeded the non-residential Soil Remediation Standards. Per the NJDEP guidance documents, H2M used compliance averaging arithmetic mean to demonstrate that lead concentrations in soil in AOC-2 meet the residential Soil Remediation Standards. SPLP leachate analysis was conducted on soil to demonstrate lead and mercury in soil would not leach into groundwater. This was further demonstrated by groundwater samples collected from the site monitoring well.

Based on the data collected, H2M completed a receptor evaluation and prepared a combined Site Investigation/Remedial Investigation/Remedial Action Report stating that no additional investigation was required and remediation standards had been met; thereby eliminating the need for deed notices or institutional or administrative controls at the site. Final closure activities included abandoning the site monitoring well and issuance of an unrestricted use Response Action Outcome (RAO) by the LSRP of record on January 11, 2017.

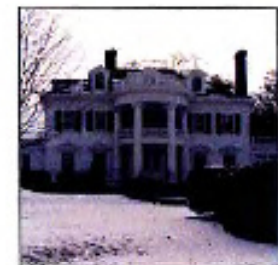
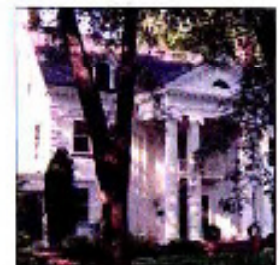
Closure was completed 13 months ahead of the Remedial Action Regulatory Timeframe (February 28, 2018) and no active remediation was required.





Design and Preservation Guidelines for Historic Properties in the City of Summit, New Jersey

Summit Historic Preservation Commission 2004





PRELIMINARY INVESTIGATION

G



PRELIMINARY INVESTIGATION

BROAD STREET WEST, SUMMIT, NJ

DATE: September 15, 2017

Prepared for:



The City of Summit
512 Springfield Ave Summit, NJ 07901

Prepared by:



Topology
60 Union St #11N Newark, NJ 07105

