AGENDA
January 31, 2023
Council Conference Meeting
7:00 p.m.

APPOINTMENTS

PRESENTATION

BIDS

RESOLUTIONS

Finance Policy Committee

1. Resolution authorizing the Chief Financial Officer to draw a warrant for Board of Adjustment Escrow Monies
2. Resolution authorizing the Chief Financial Officer to refund Recreation Department Fees
3. Resolution authorizing the Chief Financial Officer to refund street opening Cash Bond
4. Resolution to approve 2023 sewer fees
5. Resolution authorizing an affordability assistance grant pursuant to the Town of Westfield's Affordability Assistance Program for a tenant of an affordable housing unit
6. Resolution authorizing the Mayor to execute a collective bargaining agreement between the Town of Westfield and the Teamsters bargaining unit
7. Resolution authorizing the Chief Financial Officer to sign biweekly warrants for the 2023 Teamster employee salaries effective January 1, 2023
8. Resolution to approve Westfield Memorial Pool Membership Rates
9. Resolution authorizing the Chief Financial Officer to make a budget reserve transfer

Public Safety, Transportation and Parking Committee

Code Review & Town Property Committee

1. Resolution authorizing approval to accept a historic site management grant application

Public Works Committee

1. Resolution to reject bids for 2023 Woodchip Hauling
2. Resolution to amend contract for a lease agreement for Caterpillar Front End Loaders for the Department of Public Works
3. Resolution awarding contract for grinding of brush material

ORDINANCES

GENERAL ORDINANCE NO. 2023-03
AN ORDINANCE ADOPTING THE LORD & TAYLOR/TRAIN STATION REDEVELOPMENT PLAN

GENERAL BUSINESS

Event Requests
Baseball/Softball League
Imagine (Greta's Run)
Westfield Neighborhood Council
Green Team
Mental Health Council
Downtown Westfield Corporation

COMMITTEE REPORTS

OPEN DISCUSSION BY CITIZENS

EXECUTIVE SESSION

TOWN OF WESTFIELD
TOWN COUNCIL
REGULAR MEETING
Tuesday, January 31, 2023
8:00 PM

PROPOSED AGENDA

This agenda is prepared for the information of the public. It is the order of the meeting; however, if changes in order, deletions or additions are made, they will be noted at the time.

1. Roll Call

2. Invocation

3. Salute to the flag

4. Appointments

   Human Relations Advisory Commission
   Bonnie Stewart *December 31, 2024*
   (Unexpired term)

5. Presentations
   Topology- Lord & Taylor/Train Station Redevelopment Plan

6. Advertised Hearings

   1. GENERAL ORDINANCE NO. 2023-01
      AN ORDINANCE TO AMEND GENERAL ORDINANCE NO. 2124 ENTITLED "AN ORDINANCE FIXING THE WAGES OF CERTAIN EMPLOYEES OF THE PUBLIC WORKS DEPARTMENT."
   2. GENERAL ORDINANCE NO. 2023-02
      AN ORDINANCE TO AMEND THE CODE OF THE TOWN OF WESTFIELD, CHAPTER 16, "PARKS AND RECREATION" BY CHANGING CERTAIN FEES FOR MEMBERSHIP IN THE MEMORIAL POOL AND BY ESTABLISHING CERTAIN NEW MEMBERSHIP CATEGORIES

7. Approval of Minutes from Town Council Conference Session held January 17, 2023
   Approval of Minutes from Town Council Regular Meeting held January 17, 2023

8. Petitions and Communications

9. Open discussion by citizens

10. Bills and Claims in the amount of $519,396.13

11. Reports of Standing Committees

Finance Policy Committee

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Public Safety, Transportation and Parking Committee

Code Review & Town Property Committee

1. Resolution authorizing approval to accept a historic site management grant application
2. GENERAL ORDINANCE NO. 2023-03
   AN ORDINANCE ADOPTING THE LORD & TAYLOR/TRAIN STATION REDEVELOPMENT PLAN

Public Works Committee

1. Resolution to reject bids for 2023 Woodchip Hauling
2. Resolution to amend contract for a lease agreement for Caterpillar Front End Loaders for the Department of Public Works
3. Resolution awarding contract for grinding of brush material

12. Reports of Department Heads

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

FINANCE POLICY COMMITTEE **JANUARY 31, 2023**

WHEREAS, the following applicant has posted monies to be held in escrow to cover expert advice and testimony in connection with Board of Adjustment on said property(s); and

WHEREAS, expert advice and testimony was given, and

WHEREAS, all bills for these applications have been submitted and paid; and

NOW, THEREFORE, BE IT RESOLVED, that the Chief Financial Officer is authorized to draw a check for the balance of the escrow monies as follows:

App #	*Name*	*Address*	G/L	Refund Balance
BOA 22-03	*Alvin Saini*	*22 Stoneleigh Park*	3-05-560-937	$369.60
BOA 22-25	*Alvin Saini*	*22 Stoneleigh Park*	3-05-560-959	$800.00
				$1,169.60
BOA 22-016	*Michael Moriarty*	*318 Belmar Place*	3-05-560-950	$734.80

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

FINANCE POLICY COMMITTEE **JANUARY 31, 2023**

RESOLVED, that the Town Treasurer be authorized to refund the following fees to the following individual via credit card:

Name	Reason	Program	Fee
Samantha Carrington	Withdrew	Fashion First Workshops Early Class	$239.40 Credit Card
Laura Skidmore	Withdrew	"Build Westfield" LEGO Workshop	$35.00 Credit Card
Sarah Muller-Robbins	Withdrew	Track & Field Clinics/Winter	$118.75 Credit Card

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

FINANCE POLICY COMMITTEE **JANUARY 31, 2023**

WHEREAS, the following applicants have placed the required cash bond of $1,500.00 to cover the following Road Opening Permits, and

Date	Permit No.	Applicant	Address of Opening
01/25/22	22-028	Service Professionals 923 Rahway Avenue Union, New Jersey 07083	532 First Avenue

WHEREAS, the following applicant has placed a Surety Bond to cover the following Road Opening Permit, and

Date	Permit No.	Applicant	Address of Opening
10/19/21	21-214	Pike Telecom & Renewables 5 Terri Lane, Suite 13 Burlington, New Jersey 08016	Clarence Street
10/19/21	21-215	Pike Telecom & Renewables 5 Terri Lane, Suite 13 Burlington, New Jersey 08016	Evergreen Ct, Azalea Tr, Twin Oaks Ter

WHEREAS, the required one-year hold on the funds has been met and the applicants are therefore entitled to have the bonds returned to them, and

WHEREAS the Town Engineer has inspected the roadway excavations and has found the excavations to have been properly repaired.

NOW THEREFORE BE IT RESOLVED that the Treasurer is authorized to either draw a warrant in the name of the applicants noted above for $1,500.00 or to return the Surety Bond, forwarding same to the applicants address as listed.

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

FINANCE POLICY COMMITTEE **JANUARY 31, 2023**

WHEREAS, the Town Council passed General Ordinance No. 2022-01 pursuant to which Sections 20-23 and 20-25 of the Town Code were amended and a schedule of maximum annual sewer user fees for properties in the Town was established; and

WHEREAS, the sewer user fee for a single-family residence was set to not exceed $245.00 per annum; and

WHEREAS, the sewer user fee for commercial and industrial properties was set to not exceed $975.00 per annum; and

WHEREAS, the sewer user fee for each multi-family unit on a property was established to not exceed $175.00 per annum; and

WHEREAS, Section 20-25 of the Town Code provides that by February 24 of each year, the Town Council, by resolution, shall determine the exact sewer fee for the then calendar year, subject to the maximum amounts set forth in Section 20-23.

NOW, THEREFORE, be it resolved that the following sewer fees are hereby established for the calendar year 2023:

a. The sewer user fee for a single-family residence shall be $245.00.

b. The sewer user fee for a commercial and industrial property shall be $700.00.

c. The sewer user fee for each multi-family unit on a property shall be $155.00.

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

FINANCE POLICY COMMITTEE **JANUARY 31, 2023**

AUTHORIZING AN AFFORDABILITY ASSISTANCE GRANT PURSUANT TO THE TOWN OF WESTFIELD'S AFFORDABILITY ASSISTANCE PROGRAM FOR A TENANT OF AN AFFORDABLE HOUSING UNIT

WHEREAS, Bentley Westfield LLC owns and rents property located at **501 SOUTH AVENUE, APARTMENT 209, WESTFIELD, NJ 07090** which is property is governed by the statutes, ordinances, rules and regulations restricting use of the property as an Affordable Housing Inclusionary Project; and

WHEREAS, tenants can request Affordability Assistance Program grants from the Affordable Housing Trust Fund as has been authorized and mandated by the court approved Spending Plan which governs the use of those funds; and

WHEREAS, the Town is obligated to extend a grant as provided for in the Town's Affordability Assistance Policies and Procedures Manual after review and approval by the Town's Affordable Housing Administrative Agent, and

WHEREAS, the funding for the grant will be from the Town of Westfield Affordable Housing Trust Fund.

NOW THEREFORE BE IT RESOLVED by the Town of Westfield Town Council, County of Union, State of New Jersey, that:

1. The appropriate Town officials are hereby authorized to execute an Affordability Assistance Program grant with the owner/ renter of Affordable Housing units located at **501 SOUTH AVENUE, APARTMENT 209, WESTFIELD, NJ 07090** as approved by the Town's Affordable Housing Administrative Agent.

The Mayor, Administrator, Clerk, Town Attorney, CFO, and such other staff and officials as may be appropriate are authorized to take such steps as may be reasonably required to implement this resolution, including issuance of the grant.

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

FINANCE POLICY COMMITTEE **JANUARY 31, 2023**

BE IT RESOLVED by the Town Council of the Town of Westfield that the Mayor is authorized to sign the collective bargaining agreement between the Town of Westfield and the Local 469 of the International Brotherhood of Teamsters for the years 2023-2026.

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

FINANCE POLICY COMMITTEE **JANUARY 31, 2023**

RESOLVED that the following hourly rates of pay and annual salaries for employees of the Department of Public Works and the Engineering office represented by Local 469 of the International Brotherhood of Teamsters for collective bargaining purposes be adopted retroactively effective to January 1, 2023, and that the Chief Financial Officer be authorized to make payment to, and draw warrants bi-weekly in accordance with the following schedule:

Name	Jan. 1, 2023
W. Moore, Jr.	$38.58
R. Vastano	$38.58
F. Watkins	$38.58
G. Stabenow	$38.58
E. Maris	$38.58
R. Watt	$38.58
C. Calvello	$38.58
B. Segebade	$38.58
L. Scipioni	$38.58
S. Chamberlin	$38.58
G. Long	$38.58
D. Clark Jr.	$38.58
V. Brodo	$30.00
J. Steward	$27.84
J. Pafumi	$30.00
D. Sangston	$30.00
C. Elliot	$30.00
T. Vreeland	$27.84
F. Scalera	$26.86
D. Yocus	$26.86
E. Rawles	$26.86
J. Smith	$26.86
J. Guarino	$25.88
M. Johnson	$25.88
N. Natale	$23.92
M. Pericone	$25.88
M. Eagan	$25.88
G. Pellino	$25.88
G. Pryor	$23.92
A. Allmer	$20.98
W. Petterway	$22.94
C. Gallagher	$20.98
C. Velasco	$20.98
C. Rosa	$22.94
T. Morley	$20.98
F. DiNizo	$22.94
N. Ferrante	$20.00
G. Gray	$77,823

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

FINANCE POLICY COMMITTEE **JANUARY 31, 2023**

WHEREAS, the Recreation Commission of the Town of Westfield has determined the need to increase the Westfield Memorial Pool membership rates for the 2023 season;

NOW THEREFORE BE IT RESOLVED, the Westfield Memorial Pool membership rates for 2023 are established as follows:

RESIDENT:	**2023 Rates**
Family (5 or more)	$599.00
Family (4 or less)	$485.00
Couples, Parent/Child (under 18)	$340.00
Individual	$219.00
Senior	$90.00
Senior Couple	$180.00
Caregiver	$115.00

NON-RESIDENT:	**2023 Rates**
Family (5 or more)	$910.00
Family (4 or less)	$795.00
Couples, Parent/Child (under 18)	$640.00
Individual	$425.00
Senior	$155.00
Senior Couple	$310.00
Caregiver	$215.00

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

FINANCE POLICY COMMITTEE **JANUARY 31, 2023**

RESOLVED that the Chief Financial Officer be authorized to make the following transfer(s) in the 2022 Budget (Appropriation Reserve) accounts, where (S&W) refers to the Salary & Wages line item while (O/E) refers to the Other Expenses line items:

	OUT	IN
CURRENT FUND		
Administrative & Executive		
2-01-100-209 (O/E)		$9,000
Town Clerk		
2-01-102-101 (S&W)	$3,000	
2-01-102-212 (O/E)	5,000	
Collection of Taxes		
2-01-105-101 (S&W)	5,000	
Legal Services		
2-01-120-212 (O/E)		22,000
Municipal Prosecutor		
2-01-122-101 (S&W)		1,800
Fire Hydrant Service		
2-01-123-211 (O/E)		500
Fire Department		
2-01-125-101 (S&W)		1,500
Fire Safety Official		
2-01-127-101 (S&W)		3,200
Engineering		
2-01-135-114 (S&W)		5,200
Public Works		
2-01-137-101 (S&W)	19,000	
Board of Health		
2-01-150-201 (O/E)	8,800	

Recreation		
2-01-155-101 (S&W)		200
Inspection of Buildings		
2-01-165-101 (S&W)		4,000
Electricity		
2-01-166-211 (O/E)		9,000
Street Lighting		
2-01-167-211 (O/E)		26,200
Telephone		
2-01-168-211 (O/E)		2,100
Water		
2-01-169-211 (O/E)		1,800
Heating Gas		
2-01-170-211 (O/E)		10,300
Gasoline		
2-01-171-211 (O/E)		14,100
Municipal Court		
2-01-175-101 (S&W)	10,000	
2-01-175-121 (S&W)	13,000	
2-01-175-209 (O/E)	3,000	
Other Insurance		
2-01-184-221 (O/E)	15,000	
2-01-184-222 (O/E)	4,100	
Buildings & Grounds		
2-01-185-214 (O/E)		10,000
Social Security		
2-01-240-212 (O/E)	34,000	
2-01-240-213 (O/E)	1,000	
	$120,900	$120,900

TOWN OF WESTFIELD

GENERAL ORDINANCE NO. 2023-03
AN ORDINANCE ADOPTING THE LORD & TAYLOR /
TRAIN STATION REDEVELOPMENT PLAN

WHEREAS, the Local Redevelopment and Housing Law, *N.J.A.C.* 40A:12A-1, *et seq.*, as amended and supplemented (the "**Redevelopment Law**"), provides a process for municipalities to participate in the redevelopment and improvement of areas designated by the municipality as being in need of redevelopment;

WHEREAS, on March 10, 2020, the Governing Body adopted Resolution No. 77-2020 directing the Town Planning Board (the "**Planning Board**") to undertake a preliminary investigation in order to make recommendations as to whether certain parcels of property, including Block 2405, Lot 15, Block 2505, Lot 12.01, Block 3001, Lot 5, Block 3101, Lot 5, Block 3103, Lot 7, Lot 3107, Lot 2, and Block 3116, Lot 11, as shown on the official tax maps of the Town (the "**7 Parking Lot Parcels**", of which Block 3101, Lot 5 and Block 3103, Lot 7 shall be referred to as the "**Train Station Parcels**"), may be designated as a "non-condemnation area in need of redevelopment" pursuant to the Redevelopment Law;

WHEREAS, on March 10, 2020, the Governing Body adopted Resolution No. 78-2020 directing the Planning Board to undertake preliminary investigations in order to make recommendations as to whether certain parcels of property, including Block 2502, Lot 14, Block 2506, Lot 1 and Block 2508, Lot 11, as shown on the official tax maps of the Town (the "**L&T Parcels**", collectively with the 7 Parking Lot Parcels, the "**Initial Redevelopment Area**"), may be designated as "non-condemnation areas in need of redevelopment" pursuant to the Redevelopment Law;

WHEREAS, the Planning Board commissioned a preliminary investigation study by the Town's redevelopment planning firm, Topology NJ, LLC ("**Topology**") to determine whether the 7 Parking Lot Parcels may be designated as "non-condemnation" areas in need of redevelopment pursuant to the Redevelopment Law;

WHEREAS, Topology prepared a report entitled "Preliminary Investigation, Downtown Parking Lots, Westfield, NJ," dated May 14, 2020, which concluded that the 7 Parking Lot Parcels met the statutory criteria in the Redevelopment Law for designation as a non-condemnation area in need of redevelopment;

WHEREAS, on June 1, 2020, the Planning Board held a public hearing on the preliminary investigation into the 7 Parking Lot Parcels, accepted the conclusions of Topology, and recommended to the Governing Body that the 7 Parking Lot Parcels be designated as non-condemnation areas in need of redevelopment pursuant to the Redevelopment Law;

WHEREAS, on June 30, 2020, following the preliminary investigation conducted by the Planning Board, including the public hearing, the Governing Body adopted Resolution No. 145-2020 designating the 7 Parking Lot Parcels as a non-condemnation area in need of redevelopment, by adoption in accordance with the Redevelopment Law;

WHEREAS, the Planning Board commissioned a preliminary investigation study by Topology to determine whether the L&T Parcels may be designated as a "non-condemnation" area in need of redevelopment pursuant to the Redevelopment Law;

WHEREAS, Topology prepared a report entitled "Redevelopment Investigation for Lord & Taylor Sites, Westfield, New Jersey," dated July 1, 2020, which concluded that the L&T Parcels met the statutory criteria in the Redevelopment Law for designation as a non-condemnation area in need of redevelopment;

WHEREAS, on July 20, 2020, the Planning Board held a public hearing on the preliminary investigation into the L&T Parcels, accepted the conclusions of Topology, and recommended to the Governing Body that the L&T Parcels be designated as a non-condemnation area in need of redevelopment pursuant to the Redevelopment Law;

WHEREAS, on August 11, 2020, following the preliminary investigation conducted by the Planning Board, including the public hearing, the Governing Body adopted Resolution No, 180-2020 designating the L&T Parcels as a non-condemnation area in need of redevelopment in accordance with the Redevelopment Law;

WHEREAS, the Town's Planner, Donald B. Sammet, PP/AICP, prepared a redevelopment plan for the Initial Redevelopment Area entitled the "Downtown Westfield Scattered Site Redevelopment Plan," dated October 5, 2020 (the "**Initial Redevelopment Plan**");

WHEREAS, on October 27, 2020, the Governing Body introduced, and on November 10, 2020, the Governing Body adopted, Ordinance No. 2198 adopting the Initial Redevelopment Plan**;**

WHEREAS, on October 13, 2020, the Governing Body adopted Resolution No. 225-2020 designating the entire municipality as an area in need of rehabilitation pursuant to the Redevelopment Law, which included the properties shown on the official tax map of the Town as Block 3101, Lot 1; Block 3102, Lot 1; Block 3103, Lots 1 and 6, Block 3103, Lot 12, and Block 3106, Lot 5 (collectively, the "**Overlay Properties**");

WHEREAS, on April 26, 2022, the Governing Body introduced, and on May 10, 2022, the Governing Body adopted, General Ordinance No. 2022-14 amending the Initial Redevelopment Plan to include Block 3106, Lot 5 of the Overlay Properties for the purposes of permitting the use of that property as a redevelopment Preview Center ("**Amended Initial Redevelopment Plan**");

WHEREAS, the Governing Body has now determined that utilizing the redevelopment powers granted to municipalities under the Redevelopment Law by adopting a redevelopment plan for the properties comprising the L&T Parcels, the Train Station Parcels, and, for the limited purposes described in the redevelopment plan, the Overlay Parcels (the "**Redevelopment Area**") is the most effective approach to revitalize the parcels contained in the Redevelopment Area;

WHEREAS, Topology prepared a further amended and restated redevelopment plan as it relates to the Redevelopment Area entitled "*Lord & Taylor / Train Station Redevelopment Plan*" dated January 26, 2023, which, among other things, plans for and promotes the redevelopment of

the Redevelopment Area, a copy of which is attached to this Ordinance as Exhibit A (the "**Redevelopment Plan**");

WHEREAS, immediately following the introduction of this Ordinance, the Town Clerk was directed to refer this Ordinance and the Redevelopment Plan to the Planning Board for its review and recommendations pursuant to the Redevelopment Law, which review shall take place within forty-five (45) days of the referral; and

WHEREAS, the Planning Board has reviewed the Redevelopment Plan and issued its recommendations to the Mayor and Council and the Mayor and Council has considered such recommendations.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the Town of Westfield as follows:

1. The Redevelopment Plan, dated January 26, 2023, a copy of which is attached to this Ordinance as Exhibit A, is hereby adopted in its entirety.

2. If any provision or portion of this Ordinance is held to be unconstitutional, preempted by Federal or State law, or otherwise invalid by any court of competent jurisdiction, the remaining provisions of the ordinance shall not be invalidated and shall remain in full force and effect.

3. This ordinance shall take effect immediately upon final publication as required by law.

4. All ordinances and parts of ordinances that are inconsistent with the provisions of this ordinance are hereby repealed to the extent of such inconsistency.

EXHIBIT A

Lord & Taylor / Train Station Redevelopment Plan

LORD & TAYLOR / TRAIN STATION

REDEVELOPMENT PLAN

TOWN OF WESTFIELD, NEW JERSEY

TOPO LOGY

Acknowledgements

Mayor
Mayor Shelley Brindle

Town Council
Councilwoman Linda Habgood
Councilwoman Emily Root
Councilman Michael Dardia
Councilman Mark Parmelee
Councilman David Contract
Councilman Mark LoGrippo
Councilman Scott Katz
Councilwoman Dawn Mackey

Town Administrator
James H. Gildea

Town Clerk
Maureen Lawshe

Town Attorney
Thomas C. Jardim, Esq.

Planning Board
Michael Ash, Chair
Mayor Shelley Brindle
Asima Jansveld
Michael La Place
Anastasia Harrison
Matthew Ceberio
Ross Goldstein
Michael Duelks
Mike Dardia
Alexandra Carreras
Ann Freedman

Planning Board Secretary
Maria Rose Breien

Planning Board Attorney
Alan Trembulak, Esq.

Planning Board/Town Planner
Donald Sammet, PP/AICP

Special Redevelopment Counsel
Robert S. Goldsmith, Esq.
Steven G. Mlenak, Esq.

Economic Development Advisor
Liz Jeffrey

Parking Consultant
THA Consulting, Inc.

Circulation Planning Consultant
WSP USA

Plan Draft Date: January 26, 2023

Date Introduced:

Date Adopted:

Prepared by:

Philip A. Abramson, AICP/PP
NJ Planner License No. 609600

Christopher Colley, PP/AICP
NJ Planner License No. 647100

Simran S. Riar

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Chapter 1. Introduction

Vision + Purpose

For generations, Westfielders have flocked to the center of their community to shop, to eat, to work, to be themselves. Downtown Westfield is a place where friendships form, relationships solidify, and children grow. It is a place that draws new residents to the community and makes existing residents think twice before moving on, many wishing they had downsizing options available to them. It is the place that many people think of when they hear the word "Westfield." It is the crown jewel at the center of the community.

All jewels, though, require polishing. As times change and communities evolve, innovation is necessary to make sure that future generations can enjoy our downtown as much as the generations before them. Yesterday's solutions cannot be applied to solve tomorrow's problems.

This document, the Lord & Taylor/Train Station Redevelopment Plan (the "Plan" or "Redevelopment Plan"), sets forth a series of new solutions to help keep Downtown Westfield vibrant and relevant for future generations. It reimagines three critical areas in and around downtown that will contribute to the continued vitality of the community.

These three areas, the former Lord & Taylor site, the municipal parking lot on the north side of the Westfield Train Station, and the municipal parking lot on the south side of the Westfield Train Station, have been utilized and enjoyed by generations of Westfielders. Over time, however, the uses on the sites have become obsolescent. Their design and function are no longer aligned with either market realities or best practices for downtown development. For Downtown Westfield to continue to flourish, these properties must evolve and should no longer function as obsolete surface parking lots or underutilized commercial space. In order to deliver broader community benefits, they must be repurposed to contribute more economically, to enhance the visual beauty and streetscapes of downtown, to enable community gathering and public spaces, and to facilitate foot traffic to local businesses.

In 2020, recognizing the need for redevelopment of these key properties, the Town designated its municipally owned parking lots and the Lord & Taylor property as areas in need of redevelopment. Shortly thereafter, the Town adopted the Downtown Westfield Scattered Site Redevelopment Plan and designated SW Westfield LLC, an entity associated with the Lord & Taylor property, as the redeveloper of many of the sites governed by this Redevelopment Plan. The Lord & Taylor/Train Station Redevelopment Plan replaces the Downtown Westfield Scattered Site Redevelopment Plan for the affected properties. For those properties not included within this Plan, the Downtown Westfield Scattered Site Redevelopment Plan still governs.

In setting forth standards for the redevelopment of the three areas governed by this Plan, the Lord & Taylor/Train Station Redevelopment Plan aims to embody the Guiding Principles set forth in the Town's 2021 Unified Land Use and Circulation Element of the Town Master Plan ("Master

Plan"). Within the Guiding Principles, the Town emphasized the need for a strong and diverse economy; a mixture of land uses; a commitment to sustainable practices; special attention to aesthetic excellence; the creation of open spaces; balancing growth and its impacts; and the enhancement of Downtown as the center of the community. Through implementation of this Plan, the Town will move closer to the community's stated vision for Downtown Westfield, as outlined in the 2021 Unified Land Use and Circulation Element:

> *"Downtown Westfield serves as the heartbeat of the community's commercial and social activities. It continues to be envisioned as a pedestrian-oriented and mixed-use center; it will offer a variety of housing choices, retail environments, and traditional and non-traditional office employment opportunities. New development will preserve and celebrate the Town's history and architecture and provide housing and destinations for shopping and services, all within an environment of tree-lined streets, pedestrian parks, and plazas. Westfield cherishes its heritage, while taking full advantage of new technologies and innovations. A visually enhanced streetscape with wide sidewalks, pedestrian and bike facilities will provide safe connectivity throughout downtown, on North and South Avenue, and provide linkages to its neighborhoods."*

Goals and Objectives

Inspired by the Vision and Guiding Principles of the Master Plan, the Plan aims to achieve the following goals and objectives:

- Promote a development program that will maintain and enhance the orientation of downtown as the center of Westfield and support the long-term economic well-being of the Town.
    - Facilitate the development of commercial land uses that will provide residents with access to amenities, services, and employment opportunities.
    - Create opportunities for office development capable of attracting and retaining internationally recognized corporations as well as locally owned companies.
    - Introduce a critical mass of people around Downtown Westfield at a variety of times to help support new and existing businesses.
    - Foster a diversity of housing types capable of accommodating current and future Westfielders.
- Create new open spaces for residents and visitors to enjoy.
    - Develop new public spaces that can serve as community gathering areas and accommodate the needs and desires of a wide range of people.
    - Design open spaces in a manner that is accessible, attractive, and flexible.
- Promote a multi-modal transportation network that is safe and accessible, connects to local and regional networks, and considers neighborhood impacts.
    - Implement improvements to make it safer and easier to walk and bike to and from the Redevelopment Plan Area.
    - Create a flexible system of parking requirements that ensures private developments provide adequate parking supply while not resulting in overbuilding of parking.

  - Require traffic analyses to assess any impacts on vehicular circulation and implement mitigative measures where possible to lessen the adverse effects of growth.
  - Embrace new transportation-related technologies to promote a more efficient network.
- Give special attention to aesthetic concerns to ensure that development is attractive and reflective of the best of what Westfield has to offer.
  - Create and enforce rigorous architectural standards.
  - Develop and enforce site design standards to ensure that spaces around buildings are functional and attractively designed.
  - Ensure that appropriate buffers are created between development and adjacent properties to lessen any adverse effects.
- Provide a diverse set of housing options.
  - Permit multiple types of housing that are available to residents of different ages and income levels.
  - Provide affordable housing that accommodates local needs and supports Westfield's compliance with its fair share housing obligations.
- Encourage sustainable practices that promote equity, environmental health, and economic prosperity.
  - Implement and enforce green building standards.
  - Make walking, biking, and other forms of non-motorized transportation easier, safer, and more accessible.
  - Enforce stormwater management standards.
  - Replace surface parking lots with mixed-use development that accommodates a variety of users and transit modes.

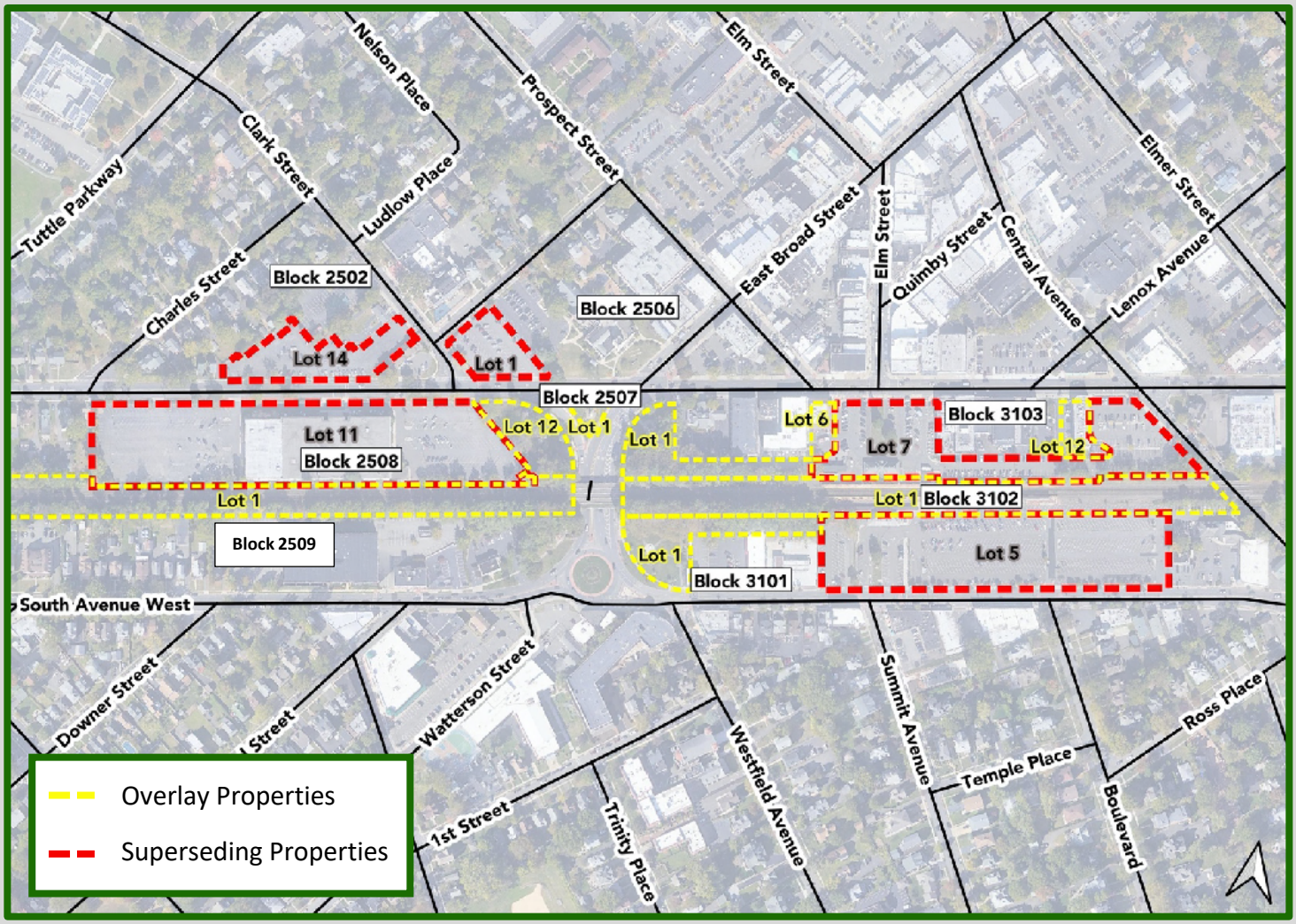
Plan Structure

The Lord & Taylor/Train Station Redevelopment Plan includes ten chapters:

- *Chapter 1, Introduction*: Plan Vision, Goals and Objectives, and Regulatory Requirements.
- *Chapter 2, History*: Overview of the history of relevant planning in Westfield and the Redevelopment Plan properties.
- *Chapter 3, Development Program:* Land use standards describing the permitted uses, bulk requirements, and design standards.
- *Chapter 4, Public Spaces:* New public spaces that should be created as a result of implementation of this Plan.
- *Chapter 5, Affordability:* Affordable housing requirements associated with this Plan.
- *Chapter 6, Circulation:* Standards relating to the movement of people, vehicles, and cyclists throughout the Redevelopment Plan Area.
- *Chapter 7, Public Parking:* Existing public parking in the Redevelopment Plan Area and the methods whereby it can be replaced.
- *Chapter 8, Administration:* Procedure whereby this Plan should be implemented.
- *Chapter 9, Relationship to Other Plans:* A description of how this Redevelopment Plan relates to other planning documents, including the local Master Plan.

- *Chapter 10, Definitions*

Superseding and Overlay Elements



Map 1: Map of Superseding and Overlay Properties

The core of the Lord & Taylor/Train Station Redevelopment Plan (the "Plan" or "Redevelopment Plan") applies to the following properties: Block 2502, Lot 14; Block 2506, Lot 1; Block 2508, Lot 11; Block 3103, Lot 7; and Block 3101, Lot 5. These are referred to herein as the "Area," "Properties," or "'Redevelopment Area Properties." These properties were previously designated as non-condemnation areas in need of redevelopment by the Town Council via the following resolutions:

- Resolution No. 145-2020 (Block 3103, Lot 7 and Block 3101, Lot 5), adopted June 30, 2020
- Resolution No. 180-2020 (Block 2502, Lot 14; Block 2506, Lot 1; Block 2508, Lot 11), adopted August 11, 2020

For the Redevelopment Area Properties, the provisions set forth in the Plan shall supersede, govern, and control the standards set forth in the Land Use Ordinance of the Town of Westfield for the Properties. Any standard, definition, or regulation applying to the Properties in the Town of Westfield's Land Use Ordinance that is not specifically addressed by a superseding standard, definition, or regulation in this Redevelopment Plan shall apply as part of this Redevelopment Plan. With respect to the Redevelopment Area Properties, this Redevelopment Plan also supersedes the existing Downtown Westfield Scattered Site Redevelopment Plan last amended April 2022.

In addition to the properties comprising the Redevelopment Area, the plan applies to an additional set of parcels that were not previously designated as an area in need of redevelopment. Instead, on October 13, 2020, these properties were designated as an area in need of rehabilitation via resolution No. 225-2020 of the Town Council that designated the entirety of the Town an area in need of rehabilitation. These properties (the "Overlay Properties") are primarily publicly owned sites near the Redevelopment Area. Including these properties in this Plan will allow for more cohesive implementation of the public improvements contemplated in this document. The Overlay Properties are Block 2507, Lot 1; Block 2508, Lot 12; Block 3103, Lot 1; Block 3102, Lot 1; Block 3103, Lot 6; Block 3103, Lot 12; Block 2509, Lot 1; and Block 3101, Lot 1. The provisions set forth in this Plan for these properties shall act as an overlay to the existing standards set forth in the Land Use Ordinance of the Town of Westfield. As such, the provisions shall not replace, but will supplement, the existing standards found in the Land Use Ordinance of the Town of Westfield.

Finally, this Plan sets forth public improvements on rights-of-way that are not included in the Redevelopment Area and were not previously designated as an area in need of redevelopment. The statutory underpinning for the inclusion of these improvements is also the act of the Town Council on October 13, 2020, to designate the entire Town an area in need of rehabilitation. Based on this designation, improvements on these rights-of-way can be incorporated into this Redevelopment Plan and subsequent Redevelopment Agreements.

Collectively, the Overlay Properties, the Redevelopment Area Properties, and the rights-of-way where improvements are contemplated are referred to throughout this document as the "Redevelopment Plan Area" or the "Plan Area."

Regulatory Requirements

In accordance with the LRHL [N.J.S.A. 40A: 12A-7], this Plan addresses the following components:

- Relationship to definitive local objectives
- Proposed land uses and building requirements
- Adequate provision for the temporary and permanent relocation of residents in the project area (not applicable)
- An identification of any property within the redevelopment area which is proposed to be acquired (not applicable)

- Any significant relationship of the redevelopment plan to the master plan of contiguous municipalities, the Union County Master Plan, and the State Development and Redevelopment Plan
- An inventory of all housing units affordable to low- and moderate-income households that are to be removed as a result of implementation of the redevelopment plan (not applicable)
- A plan for the provision of one comparable affordable replacement housing unit for each affordable unit to be removed as a result of implementation of this redevelopment plan (not applicable)
- Proposed locations for public electric vehicle charging infrastructure
- A description of the relationship of the plan to pertinent municipal development regulations

Public Improvements

This Plan calls for the implementation of numerous public improvements, including new public plazas, streetscape improvements, traffic improvements, and new parking facilities to replace surface parking that will be displaced as a result of redevelopment.

To the extent that the Town or any other public entity is responsible for the design and/or construction of these improvements and can be appropriately deemed exempt from the restrictions of the Land Use Ordinance of the Town of Westfield, the standards included in this Plan will be non-binding but shall be considered as recommendations for consideration during the design process.

Chapter 2. History

Planning History

Downtown Westfield is the commercial and community center of the Town. It includes numerous restaurants and storefronts, a blend of architectural styles, and serves as the central gathering point for the community.

Like all downtowns, Downtown Westfield has evolved over the centuries, with the oldest buildings, like the Presbyterian Church, dating to the early 1700s. The introduction of rail to Westfield in roughly 1839 spurred commercial development in the downtown, mainly around the newly established tracks. This development also brought about many of the downtown's more notable features, such as the train station, firehouse, Arcanum Hall, and Bank Square.

Thereafter, Westfield started to shift slowly from a rural, agrarian community to a commercially oriented suburb with rail connectivity. The 1900s saw a shift in Westfield's downtown to cater to an increasingly car-centric culture, which called for surface parking to meet the growing demand for parking. The properties in this Redevelopment Plan reflect the emergence of this car-oriented culture, whether as surface parking lots or stand-alone department stores.

Today, Westfield's downtown remains a central part of its community identity. As part of community feedback collected during the last Master Plan Reexamination process, 70% of respondents stated that they had moved to Westfield for its downtown. Like many municipalities, Westfield stakeholders have expressed a desire to improve the downtown by introducing new land uses, creating new circulation patterns, and promoting walkability.

Largely spurred on through the Reexamination process, in recent years, the Town has embarked on a multi-phased planning effort to ensure Downtown Westfield continues to serve as the heart of the community for generations to come. The 2019 Master Plan Reexamination, in identifying opportunities for future redevelopment, stated that "[a]s market conditions change and permitted land uses become obsolete or sites remain underutilized, redevelopment is one planning tool that the Town of Westfield should look to implement as a strategy to enhance the character of the community while providing for alternate living options and the opportunity to diversify the municipal tax base." The Reexamination includes the South Avenue Train Station Parking Lot, the nearby Lord & Taylor site, and all other municipally owned parking lots as opportunities to explore. Based on these recommendations, the Town embarked on a process to investigate, and ultimately designate these sites as areas in need of redevelopment. As noted, this designation forms the underpinning for this Plan.

In 2021, following the Reexamination, the Town adopted a Unified Land Use and Circulation Plan ("Master Plan"). This document outlined a vision for the future of Westfield. Key elements of this vision reflected in the Redevelopment Plan included:

1. As we grow, we will strive to preserve the attributes of our unique, hometown character and community identity, the beauty of our natural environment, and the strengths of our neighborhoods, while lessening the adverse effects of growth.
2. We will retain the best qualities of a small town and respect its heritage, while embracing the opportunities that new technologies, programs, and concepts in urban design provide.
3. We value open space and parks as an integral part of our community's hometown feel and will take advantage of opportunities for its enhancement and expansion.
4. We will maintain and enhance the historic and human orientation of our Downtown as the center of our community.
5. We will continue to support vibrant concentrations of retail, office, service, residential and recreational activity in Downtown.
6. We will maintain a strong and diverse economy and provide a business climate that retains and attracts locally owned companies, as well as internationally recognized corporations.
7. We will promote citizens and institutions that value cultural diversity and seek ways to promote involvement from all cultural groups.
8. We realize that architectural and land use design is fundamental to our identity. As Westfield progresses into the future, special attention will be given to promoting high quality residential and commercial development that reflects aesthetic excellence.
9. We will commit to sustainable practices that promote social equity, environmental health and economic prosperity.
10. We will preserve our single-family neighborhoods while providing housing choices that will allow people to age in place.
11. The long-term economic well-being of the Town is fundamental to its future. Therefore, we will encourage a variety of employment opportunities, and promote unique local businesses.
12. We will promote a Multi Modal Transportation Network (roadways, bikeways, walkways, and public transportation) that are safe, accessible, and emphasize local and regional connections while considering neighborhood impacts.

The Master Plan, in concurrence with the 2019 Reexamination also states that "the Town should utilize transit-oriented development principles to enhance the economic vitality of downtown Westfield." The New Jersey Department of Transportation characterizes transit-oriented development as including the following principles:

- Compact, traditional building and site design
- A higher quality walking and biking environment
- A mix of transit-supportive solutions
- Attention to place-making and the pedestrian realm
- Transit supportive parking

This Plan seeks to shape the development of the Redevelopment Plan Area by applying these transit-oriented development principles and the guiding principles set forth in the Town's Master Plan, to contribute to a thriving and accessible core.

Property History + Existing Conditions

<u>Lord & Taylor</u> (Block 2508, Lot 11)
The Lord & Taylor property is a roughly 5.61-acre site located on North Avenue West. The site features a large standalone commercial structure flanked by two surface parking areas.

Based on Sanborn maps, as of 1921 the property was made of numerous lots that included residential dwellings and a garage. The current configuration of the site was largely driven by the construction of a Hahne & Co. department store in the early 1960s, later replaced by Lord & Taylor. In late 2020, after declining sales during a global pandemic, the nearly 200-year-old retailer announced that it would be closing all 38 of its stores. Since the closure of the store, the building on site has been repurposed on a temporary basis for educational uses but has generally remained underutilized.

Figure 1: 1921 Sanborn Map

Figure 2: Image of existing Lord & Taylor building.

<u>630 North Avenue West</u> (Block 2502 Lot 14)

Currently a surface parking lot, the lot has frontages on both North Avenue and Clark Street. The site features a large expanse of asphalt pavement with faded striping and poorly maintained curbing, with minimal landscaping buffers or screening from the adjacent rights-of-way.

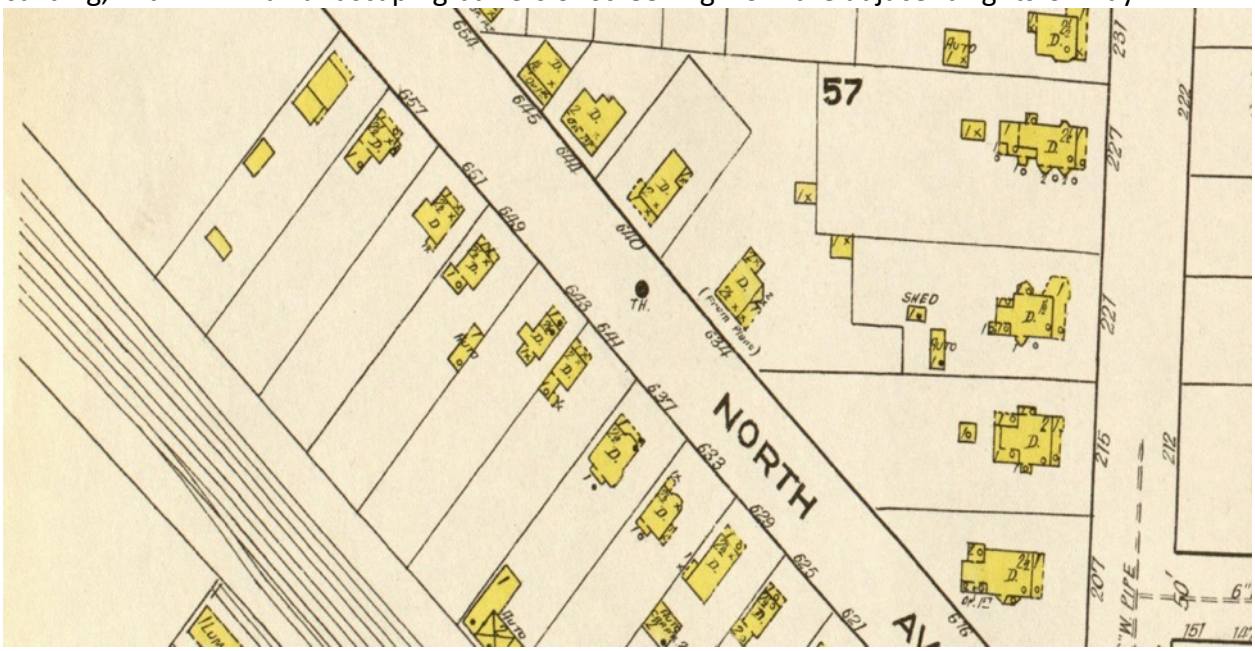


Figure 3: 1921 Sanborn Map

The property is located across from the Lord & Taylor building along North Avenue West. Sanborn maps from 1921 show five residential structures on this property, all of which have since been replaced by the existing parking lot.

Figure 4: Image of existing parking lot currently occupying the property.

526 North Avenue West (Block 2506 Lot 1)

Sanborn maps dating back to 1921 indicate four residential structures on what constitutes the current site. Like Block 2502 Lot 14, this property is currently a surface parking lot, a use that has replaced the housing that once occupied this space. This lot is located within a quarter mile of Westfield's downtown, with a roughly five-minute walking distance to the commercial core.

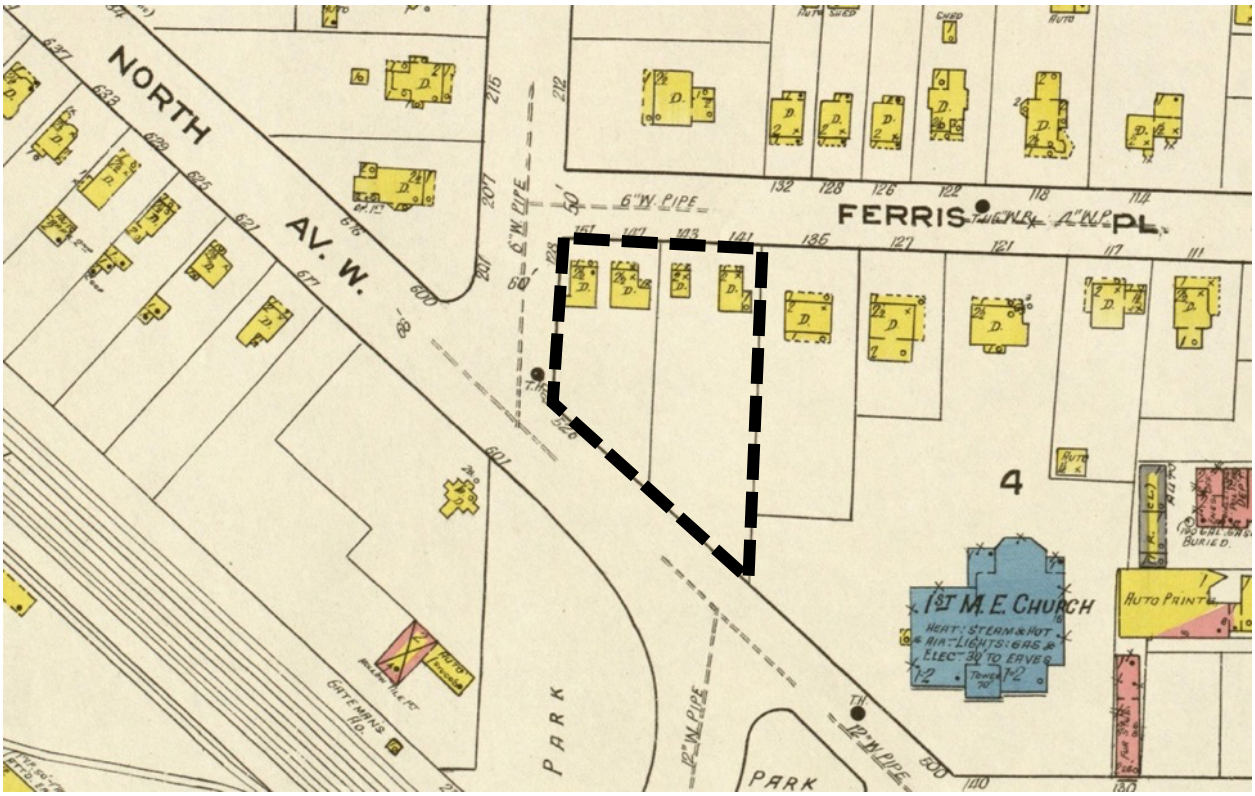


Figure 5: 1921 Sanborn Map

Figure 6: Image of existing parking lot currently occupying the property.

Train Station and Parking Lots

The Town has owned the northside train station and parking lots since the bankruptcy of Central Railroad of New Jersey in 1967. The two sites, which are connected via an underground tunnel are key components of this Plan. They have played an important role in offering public parking near the train station, but present opportunities to provide parking while also creating new retail, residential, public space and other uses that will support the overall health of the downtown.

North Zone Parking Lot (Block 3103, Lot 7)

Block 3103, Lot 7 is a roughly 2.8-acre site located along North Avenue West. The site includes two public parking areas known locally as Parking Lot 2 and Parking Lot 8, as well as a connecting strip. At least as far back as 1901, Parking Lot 2, located directly adjacent to the Train Station, has provided access to and parking for the Train Station, and at times functions as a gathering space. The portion of the site housing Parking Lot 2 was included in the Town's 2002 Historic Preservation Element as part of the locally identified Downtown Historic District, and the Northside Railroad Station was identified as a designation-eligible historic site. Historically, the part of the lot containing Parking Lot 8 housed a variety of structures, which have given way to additional surface parking.

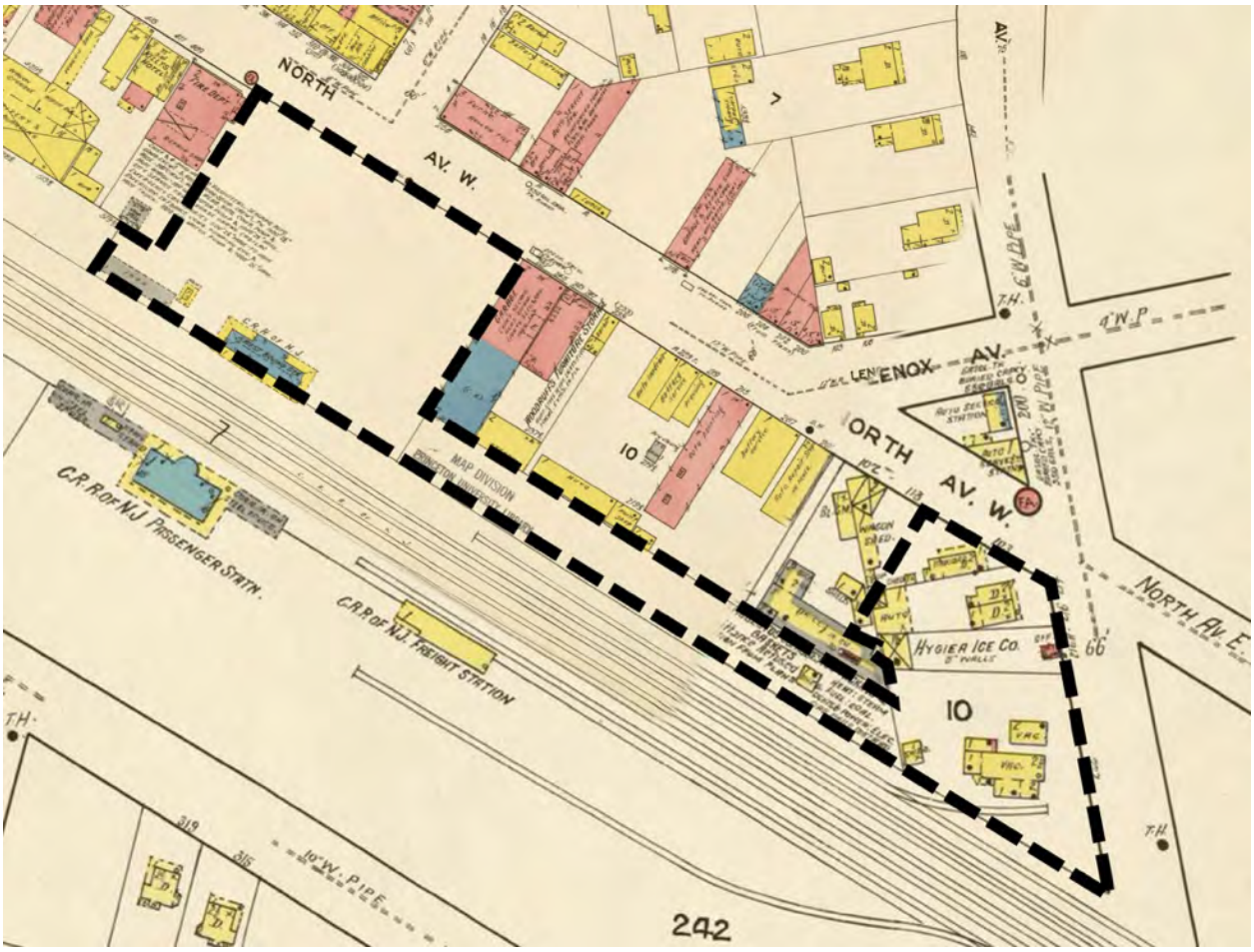


Figure 7: 1921 Sanborn Map

Figure 8: Existing parking lot that occupies much of the property.

South Zone Parking Lot (Block 3101, Lot 5):
Block 3101, Lot 5 is a roughly 4.2-acre site located along South Avenue West. Structures on site include the Train Station building and associated buildings, as well as a historic kiosk. The Southside Railroad Station was identified as a historic site in the Town's 2002 Historic Preservation Element. The kiosk, originally known as the Union County Newspaper Stand, was designated as a historic landmark by the Town in 2022 via ordinance 2022-09.

Sanborn maps from 1921 show the site to be largely vacant, in a manner not dissimilar to its current configuration. The site is currently improved by a large surface parking lot. It features the passenger station and a circulation/landscaping treatment towards the front of the station similar to what is found in the North Zone.

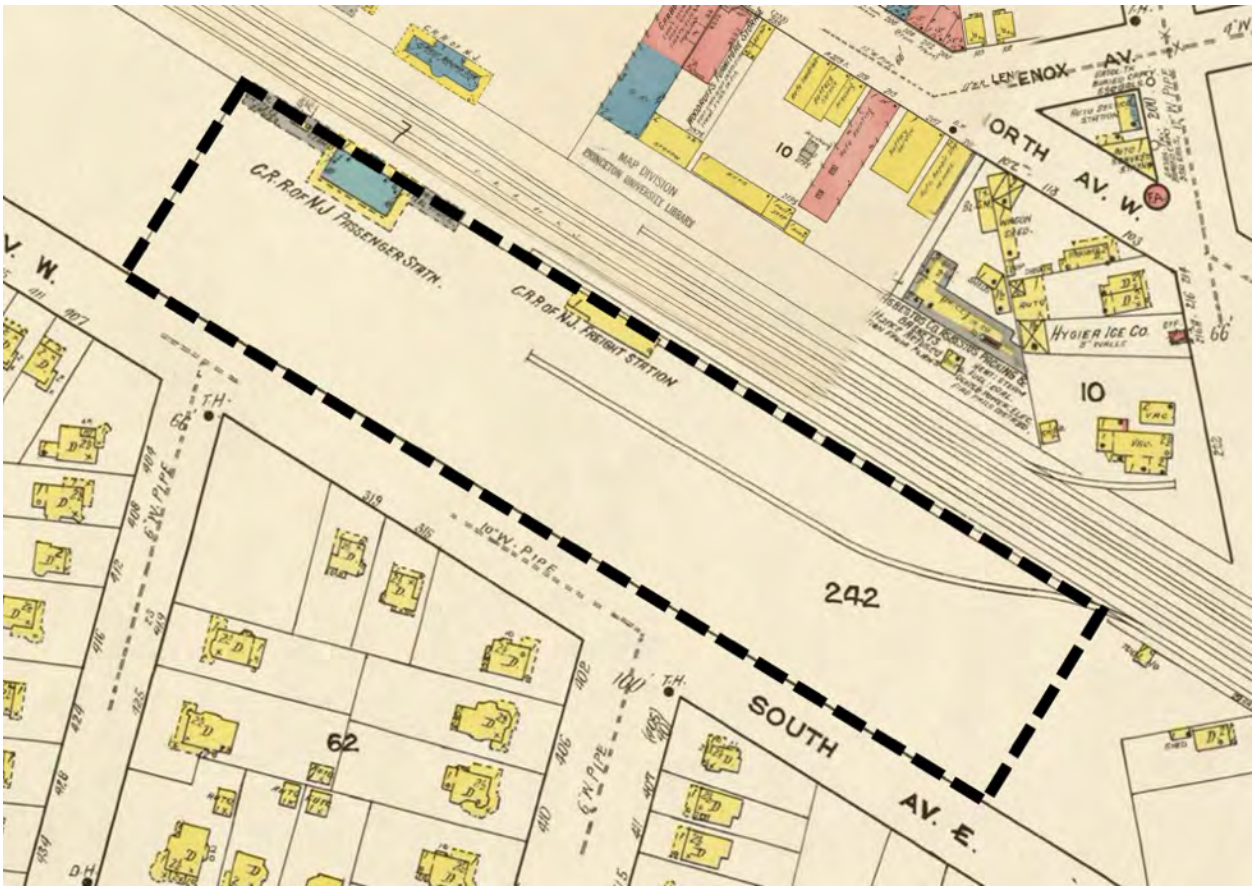


Figure 9: 1921 Sanborn Map

Figure 10: Image of existing parking lot currently occupying the property.

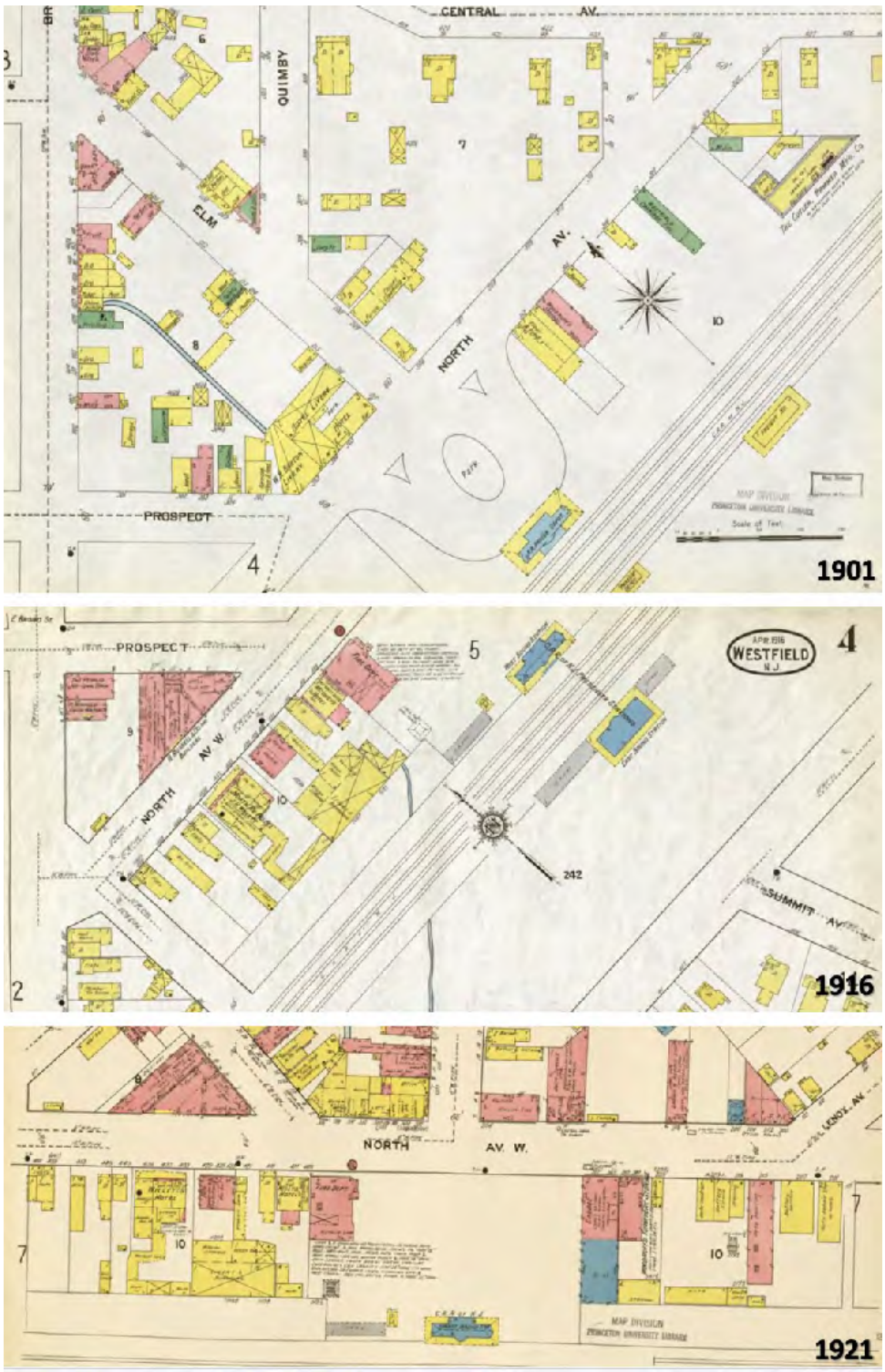


Figure 11: Historic Sanborn maps of Westfield Train Station and vicinity showing the evolution of development in the vicinity of the Train Station.

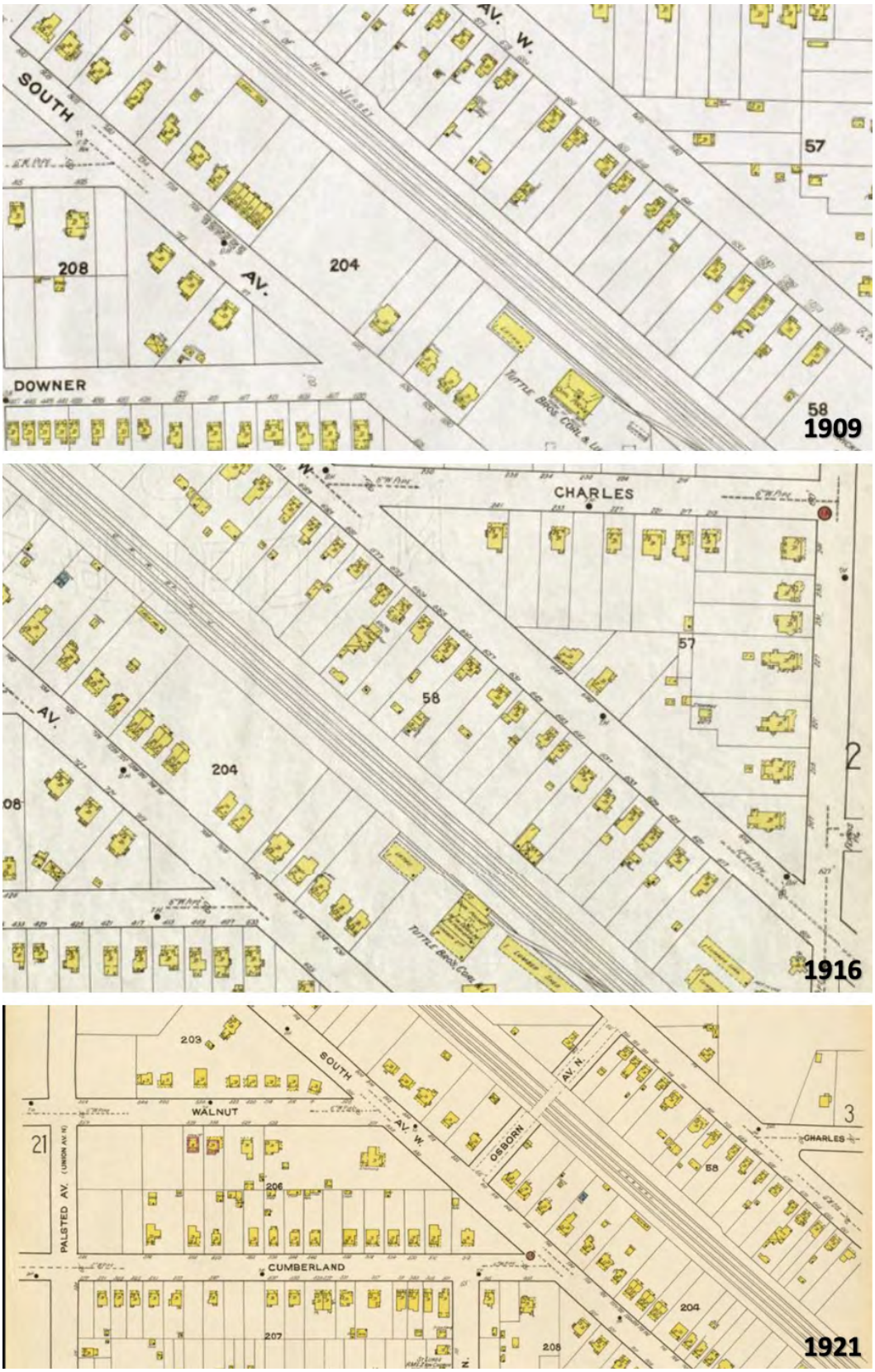


Figure 12: Area currently occupied by the Lord & Taylor building and vicinity, showing residential dwellings to have occupied the space.

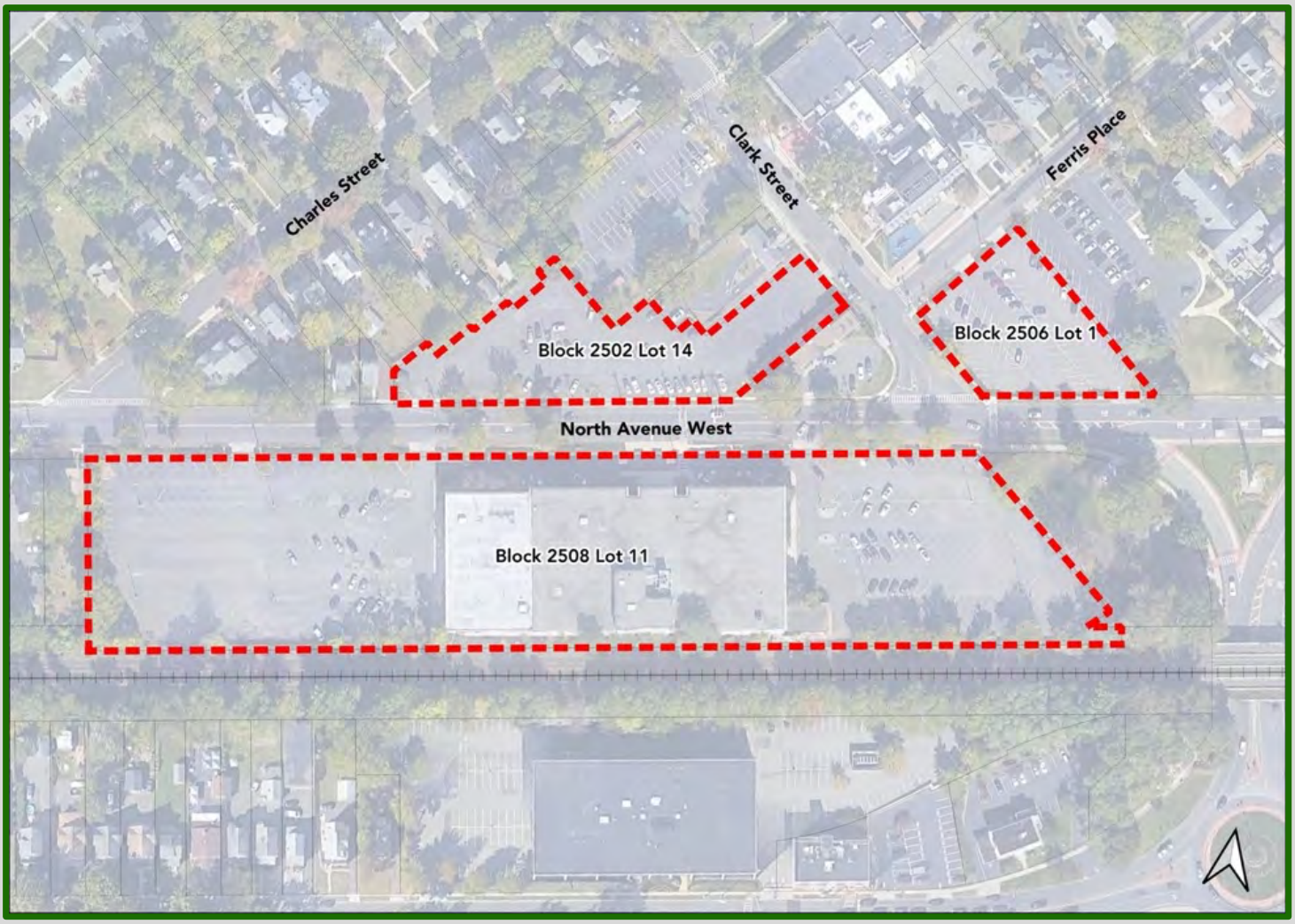
Chapter 3. Development Program

Section 3.1. All “Redevelopment Area" Properties

Map 2: Redevelopment Area Properties (properties designated by the Town Council as an area in need of redevelopment)

Section 3.2. West Zone

Block 2508, Lot 11; Block 2502, Lot 14; Block 2506, Lot 1



Map 3: West Zone properties

3.2.A. Lord & Taylor Sub-Zone

Map 4: Lord & Taylor Sub-Zone

Property: Block 2508, Lot 11
Minimum Lot Area: 235,000 SF
Required Principal Structures: Three
Maximum Number of Dwelling Units: 138

Minimum GFA, Combined Office and/or Medical Office: 60,000
Maximum GFA, Combined Office and Medical Office: 100,000
Maximum GFA, Medical Office: 60,000 SF
Minimum Combined GFA, Ground Floor Retail and/or Restaurant/Bar: 10,000 SF
Maximum GFA, Retail: 33,000 SF
Maximum GFA, Restaurant: 13,500 SF
Maximum Combined GFA, Retail and/or Restaurant/Bar GFA: 33,000 SF

Maximum Combined GFA, Retail, Restaurant/Bar, Office, and/or Medical Office: 113,500 SF

Coverage by buildings and above-grade structures shall not exceed 70% of total lot area.
Coverage by improvements shall not exceed 85% of total lot area.
Coverage by pervious surfaces shall be at least 30% of the total lot area.

The image below illustrates the conceptual massing of buildings consistent with the subsequent bulk standards for this Sub-Zone including stepbacks and breaks in plane:

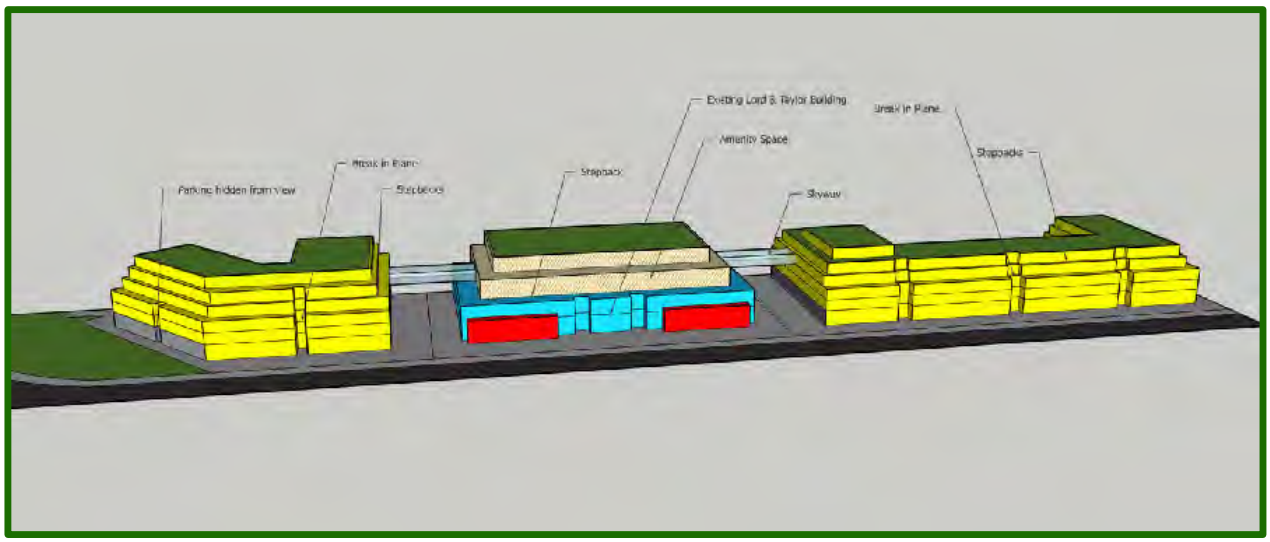


Figure 13: Conceptual massing of buildings demonstrating stepbacks, breaks in plane, and distribution of different uses between parking (grey), retail/restaurant (red), residential (yellow), residential amenities (lined pattern), and office (blue). Image is intended to show potential allocation of uses and massing in a manner compliant with this Plan. This conceptual image does not reflect the grading of the site.

3.2.A.1. West Building

Permitted Principal Uses:[1]

- Age-restricted Multifamily Residence
- Retail uses, if at least 200' from the western property line
- Restaurant/Bar uses, if at least 200' from the western property line

Permitted Accessory Uses:

- Skyway
- Parking structure
- Amenity areas
- Accessory uses customary and incidental to the permitted principal use

Height

Maximum Height, Stories	6
Maximum Height, Feet	75'

Building Setbacks

Minimum Front Yard, as measured from curb line along North Avenue	35'
Maximum Front Yard, as measured from curb line along North Avenue	50'
Minimum Rear Yard	10'
Minimum Side Yard, from western property line	20'
Minimum distance between Other Principal Structures in the same Sub-Zone	40'*

*Distance between other principal structures on the same lot shall not apply to any above grade connection between structures such as skyways.

Upper Floor Stepbacks

The building shall feature stepbacks at the fourth, fifth, and sixth stories. These stepbacks shall be in accordance with the requirements below:

Fourth Story	At least 80% of the length of the north façade stepped back a minimum of 10' from the outermost building face.

[1] For all Zones and Sub-Zones, any uses not expressly permitted are prohibited. Multiple principal permitted uses are permitted.

	Minimum of 10’ from the outermost building face along the west façade.
Fifth Story	Minimum of 15’ from the outermost building face along the north façade. Minimum of 5’ from the outermost building face along the east façade. Minimum of 15’ from the outermost building face along the west façade.
Sixth Story	Minimum of 30’ from the outermost building face along the north façade. Minimum of 15’ from the outermost building face along the east façade. Minimum of 200’ from the outermost building face of the west façade.

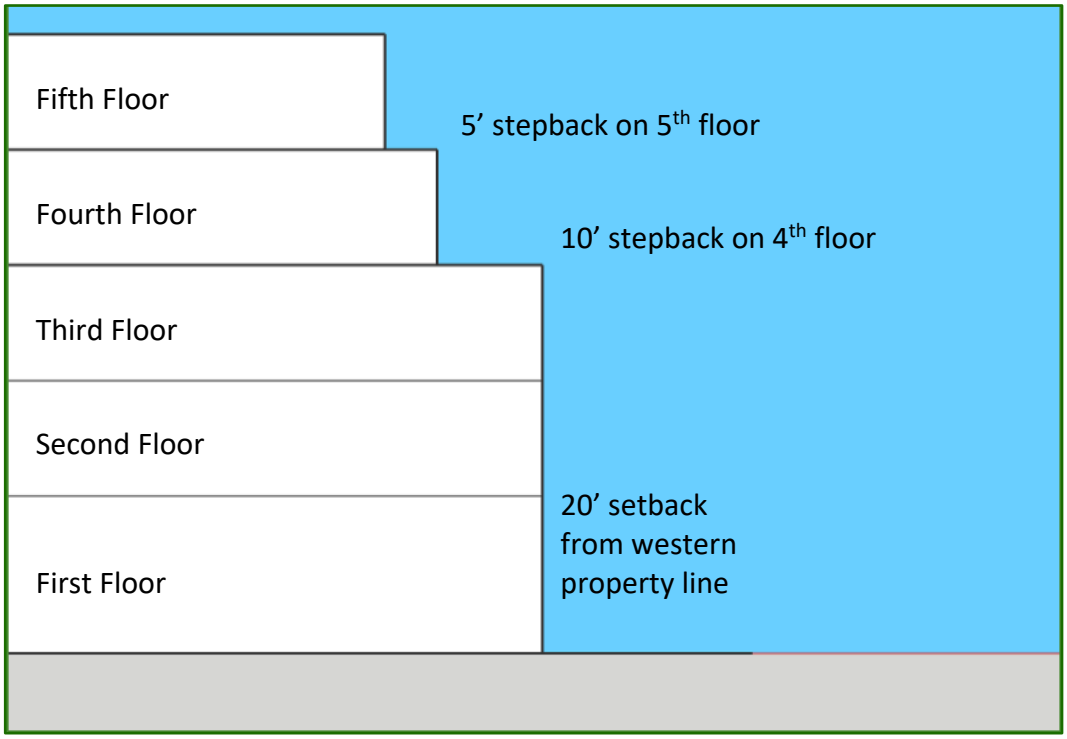


Figure 14: Section of westerly portion of West Building showing minimum setbacks and stepbacks from western property line.

Gross Floor Area

Maximum GFA, Residential	170,000 SF

3.2.A.2. Central Building

Permitted Principal Uses:

- Office
- Retail
- Restaurant/Bar
- Co-working
- Medical Office
- Amenity area, including residential amenity for adjacent buildings
- Any combination of permitted principal uses

Permitted Accessory Uses:

- Skyway
- Accessory uses customary and incidental to a permitted principal use

Permitted Conditional Uses:

- Commercial use of rooftops subject to Section 18.24 of the Land Use Ordinance of the Town of Westfield[2]
- Microbreweries and craft distilleries subject to Section 18.23 of the Land Use Ordinance of the Town of Westfield

Height

Maximum Height, Stories	4
Maximum Height, Feet	75’

Building Setbacks

Minimum Front Yard, as measured from curb line along North Avenue	40’
Maximum Front Yard, as measured from curb line along North Avenue	75’
Minimum Rear Yard	10’
Minimum distance between Other Principal Structures in the same Sub-Zone	40’*

*Distance between other principal structures on the same lot shall not apply to any above grade connection between structures such as skyways.

[2] Section 18.04.F of the Land Use Ordinance of the Town of Westfield shall not apply to conditional uses permitted throughout this Plan.

Upper Floor Stepbacks

The building shall feature stepbacks at the third and fourth stories. These stepbacks shall be in accordance with the requirements below:

Third Story	Minimum of 20' from the outermost building face along the north, east, and west facades.
Fourth Story	Minimum of 35' from the outermost building face along the north, east, and west façades.

Gross Floor Area

Maximum GFA, All Uses[3]	150,000 SF
Maximum GFA, Combined Office and Medical Office	100,000 SF

Site Specific Design Standards

- Adaptive reuse of the Lord & Taylor structure may include redesign of the façade, including replacement and/or creation of windows, modifications to entrances, changes to façade materials, and other changes. Redesign of the façade should respect and respond to the defining elements of the existing building, including the prominent entryway, cornice line, and use of columns. Reuse of historic signage is permitted.
- It is the intent of adaptive reuse to preserve elements of a community's economic and cultural identity, as well as limit the demolition and disposal of building materials that may otherwise be reused. Reuse of the Lord & Taylor structure should be informed by these goals and is intended to mitigate environmental impact in pursuit of a sustainable reuse of the structure.
- Examples of adaptive reuse of former department stores include the renovation of a Sears warehouse in Chicago's Ravenswood neighborhood and the adaptation of a Los Angeles Macy's into an office campus. These exemplify the intent of the standards outlined herein, in attempting to preserve the spirit and historical value of the Lord & Taylor structure through preservation of key architectural elements.

[3] Inclusive of any amenity areas associated with adjacent residential buildings.

Figure 15: Ravenswood Sears Adaptive Reuse

Figure 16: LA Macy's Adaptive Reuse

- The Central Building shall feature adaptive reuse of the existing Lord & Taylor building. Partial demolition of the portion of the structure outlined below shall be

permitted. Ancillary portions of the building, including loading areas, mechanical penthouses, and other similar building components may also be demolished.

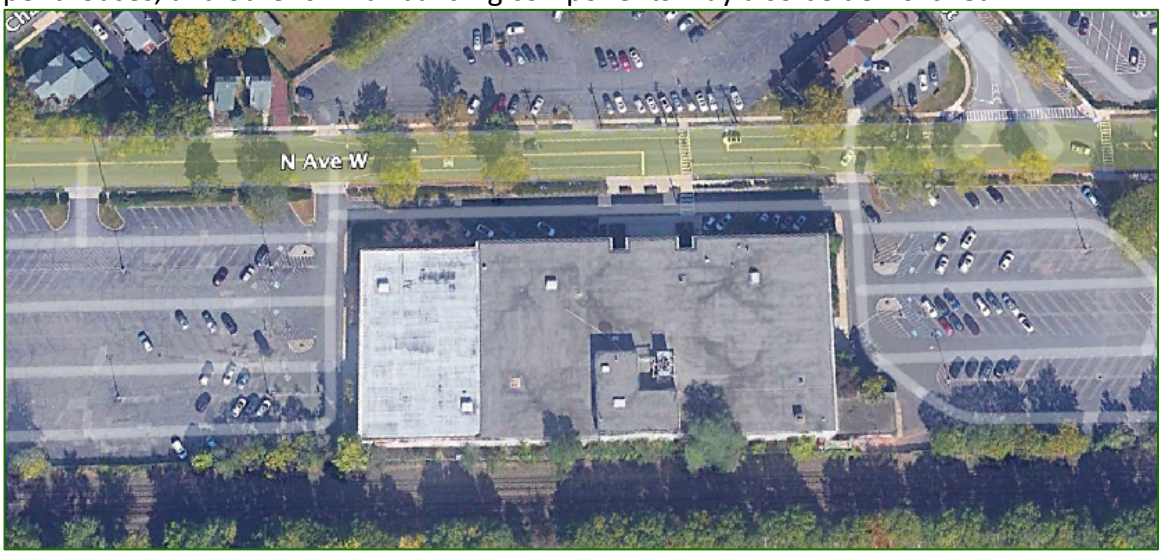


Figure 17: Portion of Lord & Taylor permitted for demolition

- New retail and restaurant spaces should be added along the front of the Lord & Taylor building, in a manner generally consistent with the image below. These should be architecturally distinct but complementary and subordinate to the structure.

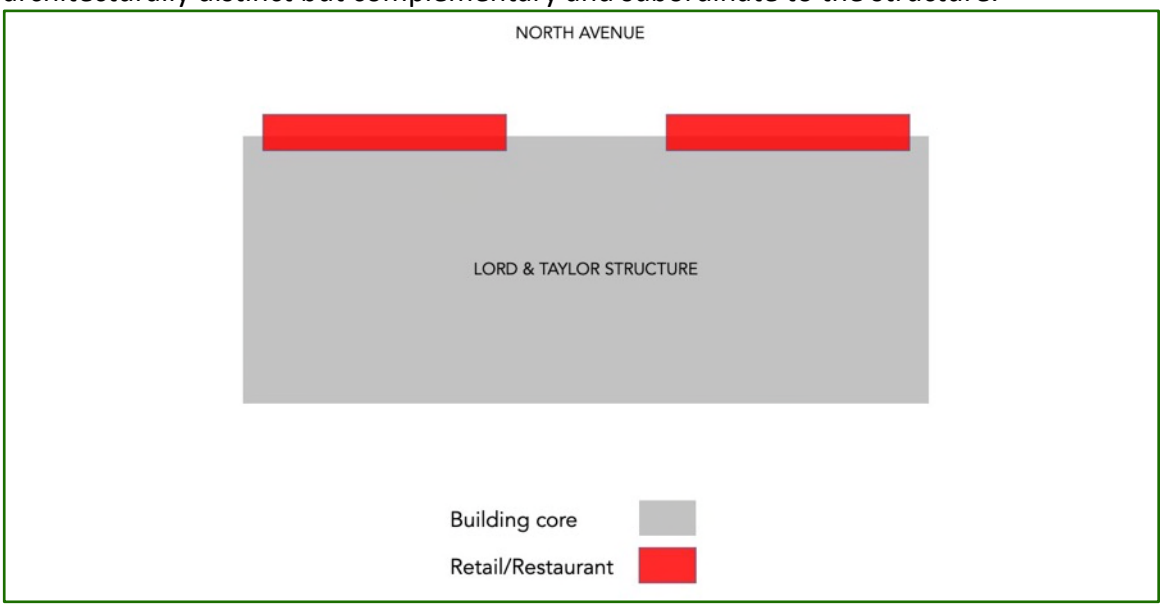


Figure 18: Diagram exemplifying retail/restaurant placement in respect to the Lord & Taylor building

- Ground floor retail and restaurant facades shall be subject to Section 3.6.D Storefront Design of this Plan. Where lobbies are present on the ground floor, they should be designed in a manner consistent with Section 3.6.D Storefront Design.

- A drop-off/pick-up area may be created in front of the existing Lord & Taylor and adjacent to the new retail and restaurant spaces. If such a drop-off/pick-up area is created, it shall be designed for flexibility and pedestrian safety.
- As the frontage zone of the sidewalks along the Central Building will be abutting retail/commercial uses, corresponding appurtenances are allowed as detailed in Section 3.6.C.1: Sidewalks.
- Streetscape treatments along North Avenue are encouraged to create a sense of entry into Downtown Westfield. These may include alternative materials, enhanced landscaping, or other similar strategies.
- The conceptual rendering below is illustrative of high-quality architecture that is reflective of the design standards contained within this Plan. Notable features include the adaptive reuse of the Lord & Taylor building, the creation of new commercial frontages, increased building transparency, integrated landscaping, and the use of contrasting but complementary materials and colors.

Figure 19: Conceptual rendering illustrative of high-quality architecture reflective of design standards put forth in this Plan

3.2.A.3. East Building

Permitted Principal Uses:

- Age-restricted Multifamily Residence
- Retail
- Restaurant/Bar

Permitted Accessory Uses:

- Skyway
- Parking structure
- Residential amenity areas
- Accessory uses customary and incidental to a permitted principal use

Height

Maximum Height, Stories	6
Maximum Height, Feet	75’

Building Setbacks

Minimum Front Yard, as measured from the curb line along North Avenue	35’
Maximum Front Yard, as measured from the curb line along North Avenue	50’
Minimum Yard, as measured from property line(s) abutting Plaza Park (Block 2508, Lot 12)	15’
Minimum Rear Yard	10’
Minimum distance between Other Principal Structures in the same Sub-Zone	40*

*Distance between other principal structures on the same lot shall not apply to any above grade connection between structures such as skyways.

Upper Floor Stepback

The building shall feature stepbacks at the fourth, fifth, and sixth stories. These stepbacks shall be in accordance with the requirements below:

Fourth Story	At least 80% of the total length of the facades facing North Avenue and the property line abutting Plaza Park (Block 2508, Lot 12) to be stepped back a minimum of 10’ from the outermost building face.
Fifth Story	Minimum of 15’ from the outermost building face of the façades facing North Avenue and the property line abutting Plaza Park (Block 2508, Lot 12).

	Minimum of 10’ from the outermost building face along the west façade.
Sixth Story	Minimum of 20’ from the outermost building face of the façade along the property line abutting Plaza Park (Block 2508, Lot 12). Minimum of 30’ from the outermost building face along the north façade. Minimum of 15’ from the outermost building face along the west façade.

Gross Floor Area

Maximum GFA, Residential	130,000 SF

Site Specific Design Standards – East and West Buildings

- Buildings may be constructed with or without a skyway connecting to the Central Building.
- Skyways shall be set back 80’ from North Avenue curb line. Skyways shall be constructed using materials complementary to the principal structures.
- Areas between principal structures shall be used for on-site circulation, pedestrian access, loading, and other similar purposes. These spaces may also feature street furniture, picnic tables, walking trails, outdoor fitness stations, landscaping, hardscaping, and other publicly accessible features.
- Minimal parking shall be visible from North Avenue. Stories dedicated to parking shall be appropriately screened with building circulation, landscaping, and similar site design features. No garage entrances should front on North Avenue.

- In order to create a vibrant street frontage, ground floor levels and their surrounding areas should be activated via increased transparency, complementary landscaping, use of trellises, direct-entry residential units, pocket gardens, garden seating, porches, patios, terraces, seating areas, or other similar interventions. The buildings below reflect approaches to designing ground floor areas in a manner that would contribute to a vibrant frontage.

Figure 20: Examples of landscaping that may be utilized to create lush frontages.

- Long opaque facades, as shown in the image below, shall be prohibited.

Figure 21: Example of a long opaque façade, which is prohibited.

- As the frontage zone of the sidewalks along the East and West Buildings will be abutting residential uses, corresponding appurtenances to activate the ground floor are allowed and encouraged as detailed in Section 3.6.C.1: Sidewalks.
- The North Avenue building façades shall be articulated to avoid the appearance of a long monotonous wall. Building articulation may be accomplished via strategies including use of bay windows, projections and recesses, use of decorative architectural features, variation of parapet lines, variation of cornice detailing, or other similar architectural features.
- The North Avenue façade of the West Building shall include at least two significant façade breaks at least 10’ deep. The façade breaks shall be separated by at least 75’.
- The treatment of the western property line shall be densely landscaped to minimize visibility from the adjacent property.
- The rear and surrounding area of the East Building shall feature an intentional and well-designed combination of landscaping and hardscaping as to complement the nearby Plaza Park.

- The rear of the structures should feature a courtyard accessible to residents and their visitors.
- The conceptual rendering below is illustrative of high-quality architecture that is reflective of the design standards contained within this Plan. Notable features include step backs, use of projections and recesses, landscaping in setback and building areas, composed orientation of windows, transparency at ground floors, pedestrian scale design at street level, and use of complementary building materials.

Figure 22: Conceptual rendering illustrative of high-quality architecture reflective of design standards put forth in this Plan

3.2.B. North Avenue North Sub-Zone

Map 5: North Avenue North Sub-Zone

Property: Block 2502, Lot 14
Minimum Lot Area: 42,000 SF
Maximum Number of Permitted Principal Structures: 4
Maximum Number of Accessory Structures: 1
Maximum Number of Dwelling Units: 16

Coverage, by buildings and above-grade structures, shall not exceed 35% of total lot area.
Coverage, by improvements, shall not exceed 80% of total lot area.
Coverage by pervious surfaces shall be at least 35% of the total lot area.

Permitted Principal Uses:

- Age-restricted townhouses
- Park

Permitted Accessory Uses:

- Amenity areas
- Maintenance Shed
- Accessory uses or structures customary and incidental to a permitted principal use

Height

Maximum Height, Stories	3
Maximum Height, Feet	40’
Maximum Height, Accessory Structures	15’

Building Setbacks, Principal Structures

Minimum Yard, as measured from the curb line along North Avenue	15’
Maximum Yard, as measured from curb line along North Avenue	30’
Minimum Yard, as measured from Block 2502, Lot 13	12’
Minimum Yard, as measured from Block 2502, Lots 2, 3, 12, and 15	15’
Minimum Yard, as measured from Block 2502, Lots 4, 5, 6, 11	25’
Minimum Yard, as measured from the curb line along Clark Street	15’
Minimum distance between Principal Structures on the same lot	10’

Building Setbacks, Accessory Structures

Minimum Yard, as measured from any property line	15’

Gross Floor Area, Accessory Structures

Maximum GFA, Accessory Structures	3,000 SF

Open Space

Minimum SF, Park	2,000 SF

Site Specific Design Standards

- Townhouses may be developed as up to four, but not less than two, buildings.
- No parking shall be allowed along the North Avenue frontage.
- No curb cuts shall be allowed along the North Avenue frontage, other than those required for crosswalks.
- Surface parking shall feature pedestrian walkways leading to sidewalks that connect to primary pedestrian entrances.
- Townhouses shall be generally oriented towards North Avenue. Parking shall be in the rear of the structures.
- The rear and surrounding area of the townhouses are to be improved by landscaping and hardscaping.
- A publicly accessible park shall be included alongside the westernmost extent of the site's North Avenue frontage.
- Sidewalks are subject to Section 3.6.C.1: Sidewalks. While maintaining requisite sidewalk widths, the frontage zone may include any combination of the items permitted in frontage zones abutting residential uses.
- The images and conceptual rendering below are illustrative of high-quality architecture that is reflective of the design standards contained within this Plan. Notable features include consistent rhythm, use of projections such as bay windows and stoops, inclusion of landscaping abutting the sidewalk to offer a degree of variability, a blend of modern and traditional design elements, pronounced primary entrance points, pedestrian scale design at street level, and separation of units in a manner that balances variability and harmony between individual sections of the buildings.

Figure 23: Conceptual rendering and precedent imagery illustrative of high-quality architecture reflective of design standards put forth in this Plan.

3.2.C. Clark Street Site Sub-Zone

Map 6: Clark Street Site Sub-Zone

Property: Block 2506, Lot 1
Minimum Lot Area: 25,000 SF
Coverage, by buildings and above-grade structures, shall not exceed 45% of total lot area.
Coverage, by improvements, shall not exceed 85% of total lot area.
Coverage by pervious surfaces shall be at least 25% of the total lot area.

Maximum Number of Dwelling Units: 16
Maximum Number of Accessory Structures: One
Maximum Number of Principal Structures: Four

Permitted Principal Uses:

- Townhouses
- Park

Permitted Accessory Uses:

- Amenity areas
- Maintenance Shed
- Accessory uses customary and incidental to a permitted principal use

Height

Maximum Height, Stories, Townhouse	3
Maximum Height, Feet, Townhouse	40’
Maximum Height, Accessory Structures	15’

Building Setbacks

Minimum Front Yard, as measured from the curb line along Clark Street	20’
Minimum Front Yard, as measured from the curb line along North Avenue	15’
Minimum Front Yard, as measured from the curb line along Ferris Place	15’
Maximum Front Yard, as measured from curb line along Clark Street, North Avenue, or Ferris Place	35’
Minimum Yard, as measured from Block 2506, Lot 2	12’

Gross Floor Area, Accessory Structures

Maximum GFA, Accessory Structures	3,000 SF

Open Space

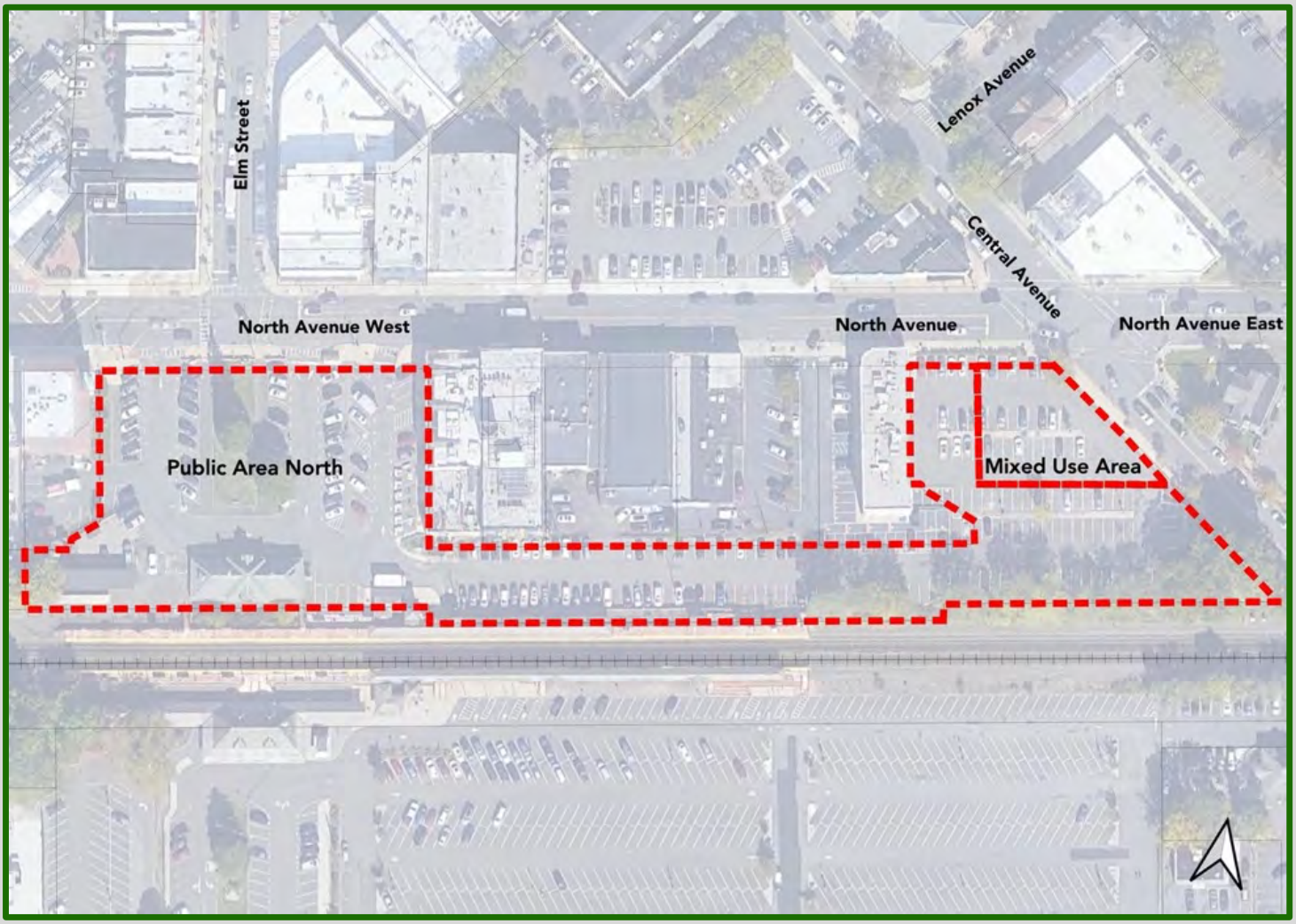
Minimum SF, Park	1,500 SF

Building Design Standards

- The buildings may be developed as up to four principal buildings with frontages along Ferris Place, Clark Street, and/or North Avenue.
- No front yard surface parking shall be permitted for townhouses.
- Building design should be informed by and responsive to nearby structures, including the YMCA, the First United Methodist Church, and the design for the nearby North Avenue North townhouses. The architecture should vary from but complement that of the North Avenue North townhouses.
- The areas surrounding the building(s) should be improved by landscaping and hardscaping. While maintaining requisite sidewalk widths, the frontage zone may include any combination of the items permitted in frontage zones abutting residential uses.
- A landscaping buffer shall be provided along any property line not abutting a public right-of-way in accordance with the Landscaping + Buffers (West Zone) section.
- A publicly accessible park shall be provided. This park may serve as a plaza area with hardscaping and seating, a community garden, or another similar public use. The required park area may be provided on site in two separate spaces. One of the spaces should be located near the frontage of Clark Street and North Avenue.
- Conceptual images included for the North Avenue North Sub-Zone are illustrative of high-quality architecture that is reflective of the design standards contained within this Plan.

Section 3.3. North Zone

Block 3103, Lot 7



Map 7: North Zone properties showing outline of Sub-Zones

3.3.A. Mixed Use Area Sub-Zone

Property: Block 3103, Lot 7 (portion)
Minimum Lot Area: 7,500 SF
Maximum Lot Area: 12,500 SF
Maximum Number of Dwelling Units: 35

Minimum Combined GFA, Retail and/or Restaurant/Bar: 1,500 SF
Maximum Combined GFA, Retail and/or Restaurant/Bar: 2,500 SF

Coverage by buildings and above-grade structures, may be up to 100% of total lot area.
Coverage by improvements, may be up to 100% of total lot area.
Coverage by pervious surfaces shall be at least 15% of the total lot area.

Permitted Principal Uses:

- Multifamily residence
- Retail
- Restaurant/Bar

Permitted Accessory Uses:

- Amenity Areas
- Accessory uses customary and incidental to a permitted principal use

Height

Maximum Height, Stories	5
Maximum Height, Feet	55'[4]

Building Setbacks

Minimum Front Yard, as measured from curb line along North Avenue	12'
Minimum Front Yard, as measured from curb line along Central Avenue	12'
Minimum Yard, as measured from portions of Block 3103, Lot 12 that are within 80' of the North Avenue property line	25'
Minimum for All Other Yards	0'

Upper Floor Stepbacks

The building shall feature a stepback at the fifth story. This stepback shall be in accordance with the requirements below:

Fifth Floor	Minimum of 10' from outermost building face along façade fronting on North Avenue.

Gross Floor Area

Maximum GFA, Residential	40,000 SF

[4] If the floor to floor height of ground floor retail exceeds 12', the maximum height of the structure may be increased by 1' for every additional 1' of ground floor retail height in excess of 12'. For example, if the ground floor retail height is 13', the maximum height of the structure may be increased to 56'. The maximum height of the structure inclusive of this bonus may not exceed 60'.

Building Design Standards

- The building design should incorporate a prominent feature at the corner of North Avenue and Central Avenue to create visual interest at this prominent intersection.
- Primary pedestrian access shall be located along North Avenue.
- A small plaza may be provided along Central Avenue.
- The ground floor may be stepped back to allow for an arcade at the street level that creates an enhanced pedestrian experience. The arcade overhang shall not exceed 25' in depth.
- The base of the building shall be clearly differentiated from the upper stories through distinct but complementary architectural elements. The base of the building, as it pertains to all street level restaurant and retail uses, shall be designed in accordance with Section 3.6.D Storefront Design.
- Where lobbies are present on the ground floor, they shall be designed in a manner consistent with Section 3.6.D Storefront Design.
- The conceptual renderings below are illustrative of the overall design intent of the building. Notable features include vertical orientation of windows, set back upper stories, traditional window patterns, blend of traditional and modern design elements, inclusion of landscaping and greenery into site and building design, and pedestrian scale at street level.

Figure 24: Conceptual image of design intent

Figure 25: Conceptual image of design intent

- The image below illustrates the conceptual massing of buildings consistent with these standards, including articulation, stepbacks and breaks in plane:

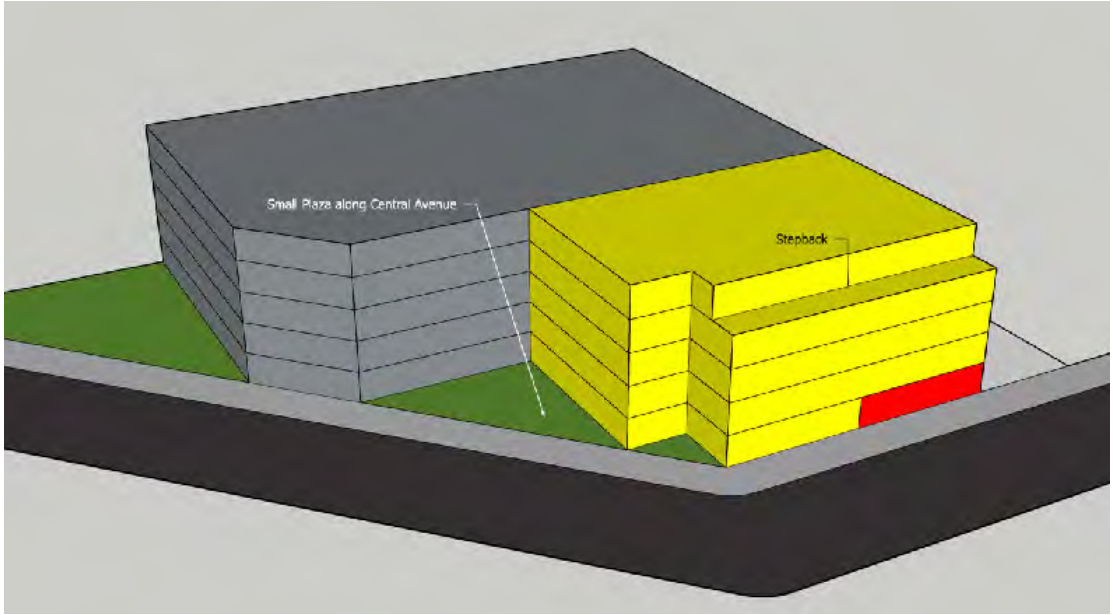


Figure 26: Conceptual massing of a mixed-use building with residential (yellow) and retail/restaurant (red), with parking structure in rear (gray) and possible locations for small plazas along Central Avenue. The image is intended to show potential allocation of uses and massing in a manner compliant with this Plan. This conceptual image does not reflect the grading of the site.

- The image below demonstrates a mixed-use building screening an attached parking structure from view from the street. This exemplifies one of the methods by which the visibility of the parking structure from street level can be reduced.

Figure 27: Cranford Crossing in Cranford, NJ. An example of effective screening of a parking structure.

- Sidewalks shall conform with standards set forth in Section 3.6.C.1: Sidewalks. For the purposes of frontage zone treatment, the entirety of the Mixed Use Area's North Avenue and Central Avenue frontage may be allowed to feature any of the items permitted for either residential-abutting or retail/commercial-abutting use

3.3.B. Public Area North Sub-Zone

Figure 28: Existing parking lot occupying the Public Area

Property: Block 3103, Lot 7 (portion)
Minimum Lot Area: 105,000 SF
Coverage by buildings and above-grade structures, shall not exceed 50% of total lot area.
Coverage, by improvements, may be up to 100% of the total lot area.
Coverage by pervious surfaces, shall be at least 15% of the total lot area.
Maximum Number of Permitted Principal Structures: Four

Permitted Principal Uses:

- Public Plaza
- Parking Structure
- Surface Parking
- Train Station
- Retail
- Restaurant/Bar

Permitted Accessory Uses:

- Covered walkway
- Accessory uses customary and incidental to a permitted principal use

Height

Maximum Height, Feet, Parking Structure	55’
Maximum Height, Stories, All Other Structures	2
Maximum Height, Feet, All Other Structures	30’

Building Setbacks

Minimum Front Yard, as measured from curb line along North Avenue	12’
Minimum Front Yard, as measured from curb line along Central Avenue	10’
Minimum Rear Yard, as measured from the property line abutting the NJ Transit right-of-way	0’
Minimum Yard, as measured from points not defined above	0’

Public Plaza Requirements

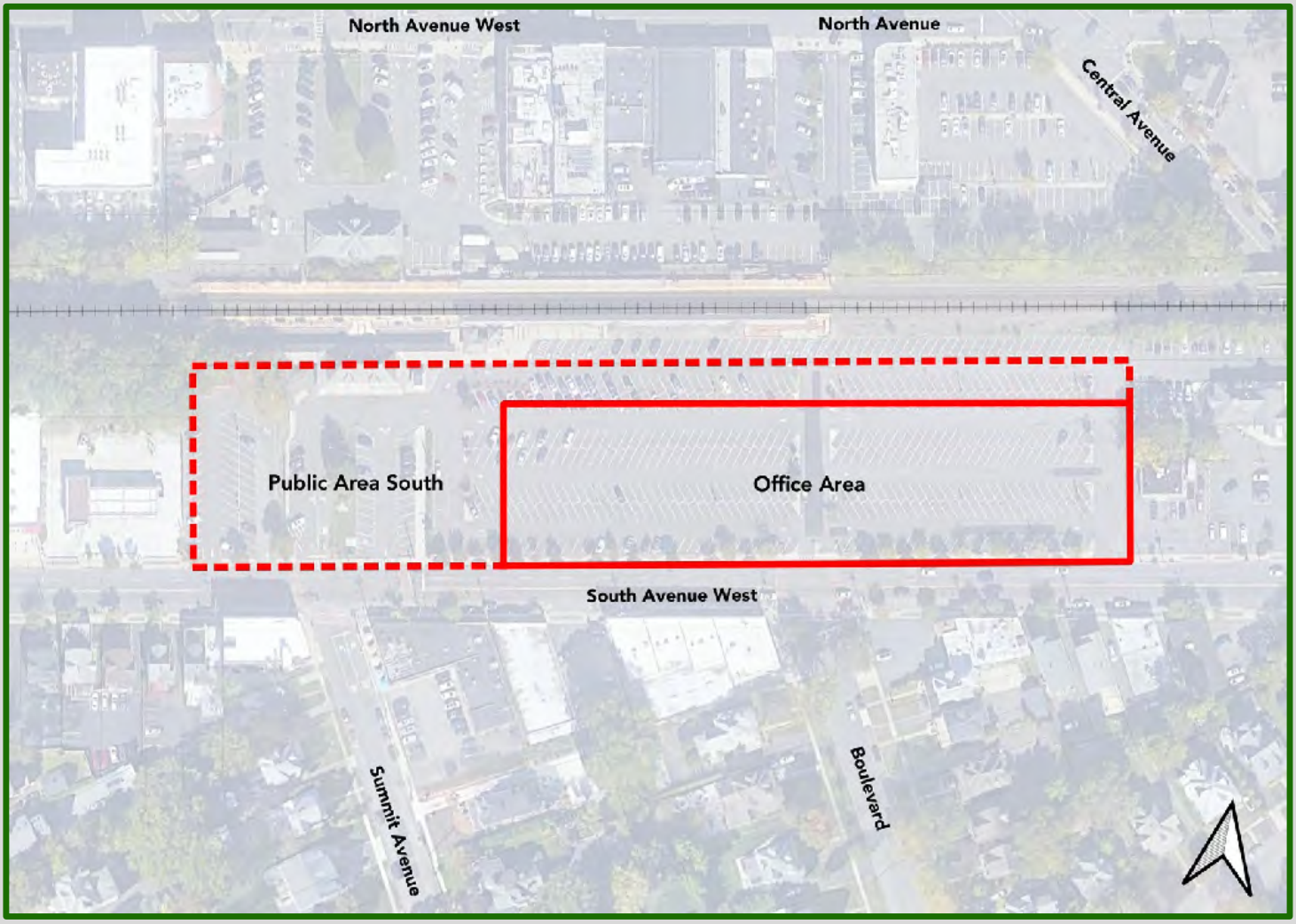
- Redevelopment of the Public Area North shall include the creation of a Public Plaza.
- The Plaza shall feature a mix of landscaping and hardscaping designed to accommodate public use.
- The Public Plaza shall be located adjacent to the existing Train Station and shall generally be bounded by North Avenue to the north, Block 3103 Lot 6 to the west, Block 3103 Lot 8 to the east, and Block 3102 Lot 1 to the south. These boundaries are shown generally in Chapter 4: Public Spaces.
- The Public Plaza shall be designed in accordance with the standards included in Section 4.1 for the North Zone Square.

Parking Structure

- Redevelopment of Public Area North shall include the creation of a Parking Structure.
- The Parking Structure shall be located behind the building developed in the Mixed Use Area. The façades of both structures shall be complementary to each other. While the design of the parking garage need not match that of the Mixed Use Area Building, some consistency of materiality, rhythm, and/or design should be evident.

Section 3.4. South Zone

Block 3101, Lot 5



Map 8: South Zone properties, showing outline of Sub-Zones

3.4.A. Public Area South Sub-Zone

Figure 29: Existing parking lot occupying the Public Area

Property: Block 3101, Lot 5 (portion)
Minimum Lot Area: 90,000 SF

Coverage by buildings and above-grade structures, shall not exceed 50% of total lot area.
Coverage, by improvements, may be up to 100% of the total lot area.
Coverage by pervious surfaces shall be at least 15% of the total lot area.

Maximum Number of Permitted Principal Structures: Four

Permitted Principal Uses:

- Public Plaza
- Parking Structure
- Surface Parking
- Restaurant/Bar
- Retail
- Train Station

Permitted Accessory Uses:

- Accessory uses customary and incidental to a permitted principal use

Height

Maximum Height, Feet, Parking Structure	50’
Maximum Height, Stories, All Other Structures	2
Maximum Height, Feet, All Other Structures	30’

Setbacks

Minimum Front Yard, as measured from curb line along South Avenue	12’
Minimum Rear Yard, as measured from the property line directly opposite South Avenue	0’
Minimum Yard, as measured from any other property line	0’

Public Plaza Requirements

- Redevelopment of Public Area South shall include the creation of a Public Plaza.
- The Public Plaza shall be located adjacent to the existing Train Station. The boundaries of the plaza are shown generally in Chapter 4: Public Spaces.
- The Public Plaza shall be designed in accordance with the standards for the South Zone Green included in Section 4.1.

Parking Structure

- Redevelopment of the Public Area South shall include the creation of a Parking Structure.
- The minimum ground floor height of the Parking Structure should be 10’ from floor to the bottom of slab of the level above. Mechanical areas, ramps, and similar spaces shall not be subject to this provision.
- The first 20’ of depth from the Parking Structure as measured from the outermost face of the building along South Avenue should include an activated space. Appropriate uses for this space may include an art installation, waiting area, bike repair equipment, a music or cultural exhibition, an enhanced façade treatment, or other similar uses. These uses shall be considered accessory to the Parking Structure.

3.4.B. Office Area Sub-Zone

Property: Block 3101, Lot 5 (portion)
Minimum Lot Area: 85,000 SF
Required Number of Permitted Principal Structures: Two

Minimum Combined GFA, Retail and/or Restaurant/Bar on the Ground Floor: 10,000 SF
Maximum Combined GFA, Retail and/or Restaurant/Bar: 18,000 SF

Coverage, by buildings and above-grade structures, shall not exceed 90% of total lot area.
Coverage, by improvements, may be up to 100% of the total lot area.
Coverage by pervious surfaces shall be at least 20% of the total lot area.

Permitted Principal Uses:

- Office
- Retail
- Restaurant/Bar
- Public Plaza

Permitted Accessory Uses:

- Parking Structure
- Accessory uses customary and incidental to a permitted principal use

Permitted Conditional Uses:

- Commercial use of rooftops subject to Section 18.24 of the Land Use Ordinance of the Town of Westfield
- Microbreweries and craft distilleries subject to Section 18.23 of the Land Use Ordinance of the Town of Westfield

Height

Maximum Height, Stories	5
Maximum Height, Feet	65’

Setbacks

Minimum Front Yard, as measured from curb line along South Avenue	15’
Maximum Front Yard, as measured from curb line along South Avenue	30’
Minimum Rear Yard, as measured from the property line directly opposite South Avenue	0’
Minimum Yard, as Measured from Block 3101, Lot 6 and Block 3101, Lot 7	30’

Minimum Yard, as measured from any other property line	0’
Minimum Distance Between Principal Structures	25’
Maximum Distance Between Principal Structures	40’

Upper Floor Stepbacks

The building shall feature stepbacks at the third story. The stepbacks shall be in accordance with the requirements below:

Third Story	Minimum of 7’ from the outermost building face along the south façade. At least 60% of the length of the south façade of each building is to be at a minimum of 11’ from the outermost building face along the south façade. At least 30% of the length of the south façade of each building is to be at a minimum of 15’ from the outermost building face along the south façade.

Gross Floor Area

Maximum GFA, Office	210,000 SF

Site Specific Design Standards

- The Office Area shall be developed as to two principal buildings. The break between the two buildings shall generally align with the intersection of South Avenue and Boulevard. This space shall be designed in accordance with the standards for the Boulevard Extension included in Section 4.2.
- Primary entrances should front along South Avenue, Boulevard Extension, and the South Zone Green.
- The South Avenue façade of each building shall be comprised of at least three primary façade planes. The break between these planes shall be no less than 3’. No façade plane shall be longer than 100’.
- Façade planes may be developed using different complementary material palettes and architectural features to create the appearance of multiple attached structures. The exact pattern of material palettes and architectural features shall not be duplicated across the two buildings.
- Upper story corners of the buildings may be adorned with architectural features to create a focal point. Features may include distinctive signage, a more ornamental cornice line, a clock, or similar features.
- The buildings shall include stepbacks from South Avenue. In the areas where the building is stepped back, landscaping may be incorporated to soften building appearance and create functional spaces.

- The base of each building shall be clearly differentiated from the upper stories through distinct but complementary architectural elements. The base of each building, as it pertains to all street level restaurant and retail uses, shall be designed in accordance with Section 3.6.D Storefront Design.
- An arcade overhang may be created where the buildings are adjacent to the South Zone Green or Boulevard Extension. This arcade may be between 10' and 25' in depth.
- Where lobbies are present on the ground floor, they shall be designed in a manner consistent with Section 3.6.D Storefront Design. Ground floor lobbies shall not comprise more than 20% of South Avenue building frontage.
- Sidewalks are to conform to standards set forth in Section 3.6.C.1: Sidewalks. For the purposes of frontage zone treatment, any of the items permitted for frontage zones abutting retail/commercial uses are allowed, provided that pedestrian clear zones are not encroached upon.
- Ground floor entrances shall be provided along South Avenue at least every 50'.
- Access to parking shall be provided in the rear of the building. No garage entrances shall be located along South Avenue.
- Parking levels should not front along South Avenue. Above-grade parking levels should have a liner of habitable space that separates the parking from South Avenue.
- No off-street parking shall be located along the South Avenue frontage.
- The conceptual rendering below illustrates the overall design intent of the buildings. Notable features include varied design across façade planes, prominent ground floor storefronts, the use of oversized windows, integration of greenery into building and site design, and pedestrian scale at street level that ties ground floor storefronts to the sidewalks in an active and harmonious manner.

Figure 30: Conceptual rendering illustrating the overall design intent

- The image below illustrates the conceptual massing of buildings consistent with these standards, including articulation, stepbacks and breaks in plane:

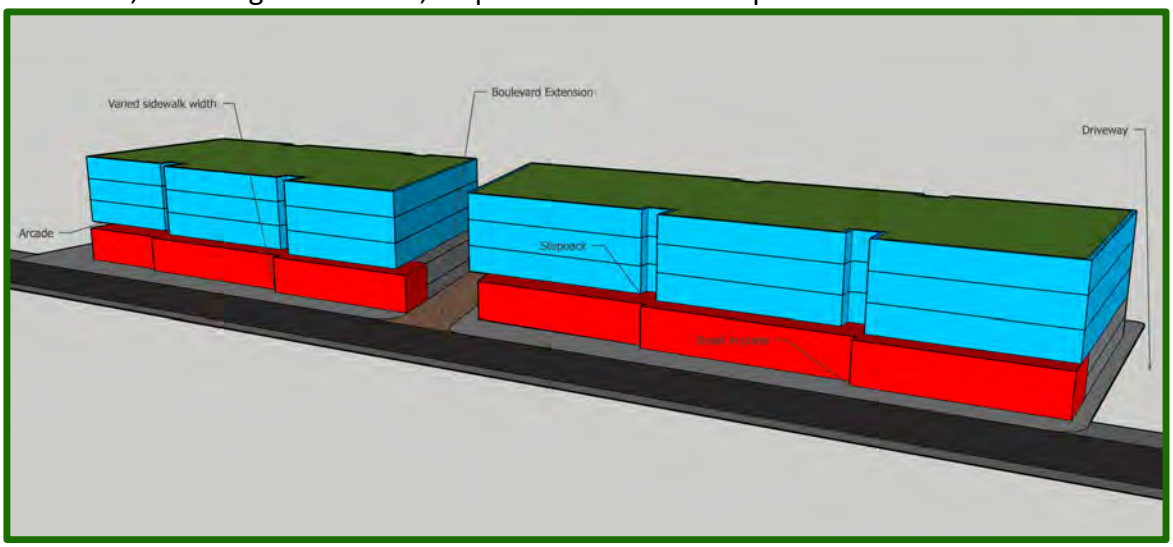


Figure 31: Conceptual massing of buildings that exemplify articulation, breaks in plane, and distribution of different uses between parking (grey), retail/restaurant (red), and office (blue). The image is intended to show potential allocation of uses and massing in a manner compliant with this Plan. This conceptual image does not reflect the grading of the site.

Public Plaza Requirements

- Redevelopment of the Office Area shall create a public plaza between the two principal structures.
- This public plaza shall be known throughout this document as the Boulevard Extension. The Boulevard Extension shall be designed in a manner consistent with the standards included in Section 4.2. No additional setbacks from Boulevard Extension besides those required between principal structures shall be required.

Section 3.5. Overlay Properties

Block 3103, Lot 6; Block 3101, Lot 1; Block 3103, Lot 1; Block 3103, Lot 12; Block 2507, Lot 1; Block 2508, Lot 12; Block 3102, Lot 1; Block 2509, Lot 1

Map 9: Overlay properties

The following standards shall apply to the Overlay Properties.

3.5.A. <u>Block 3103, Lot 6 (Firehouse)</u>

- Development shall be consistent with the provisions of the underlying Central Business District of the Land Use Ordinance of the Town of Westfield (11.25 A-H) unless otherwise noted herein.
- Parking shall be provided in a manner consistent with the Vehicle Parking Requirements detailed in Section 3.6.A of this Redevelopment Plan.

- Any project shall comply with Chapter 5, Affordability requirements of this Redevelopment Plan if applicable.
- Building design shall be guided by the Westfield Historic Preservation Commission's Design Guidelines for Historic Sites and Districts, as adopted December 28, 2020, as well as any Federal or State historic preservation requirements that may be applicable to this property.

3.5.B. Block 3101, Lot 1; Block 3103, Lot 1; Block 3103, Lot 12; Block 3102, Lot 1

- Development shall be consistent with the provisions of the underlying Central Business District (11.25 A-H) unless otherwise noted herein.

3.5.C. Block 2507, Lot 1; Block 2508, Lot 12; Block 2509, Lot 1

- Development shall be consistent with the provisions of the underlying GB-2 General Business District (11.27 A-F) unless otherwise noted herein.

Section 3.6. Standards Applicable to All Zones

3.6.A. Parking & Loading

Vehicular Parking Requirements

Use	Minimum Parking Requirement	Maximum Parking Requirement
Residential: North Zone	1 space/unit	1.5 spaces/unit
Residential: All other zones	1.35 spaces/unit	2 spaces/unit
Office: If building has less than 75,000 SF GFA of combined office and medical office	3.0 spaces/1,000 SF GFA	4.0 spaces/1,000 SF GFA
Office: If building has more than 75,000 SF or more GFA combined office and medical office	2.5 spaces/1,000 SF GFA	4.0 spaces/1,000 SF GFA
Medical Office[5]	4.0 spaces/1,000 SF GFA	6.0 spaces/1,000 SF GFA
Retail	2.5 spaces/1,000 SF GFA	4.0 spaces/1,000 SF GFA
Restaurant/Bar	8 spaces/1,000 SF GFA	12 spaces/1,000 SF

Off-Site Parking Permitted

Parking may be provided off-site within other portions of the Redevelopment Plan Area. Shared parking between Zones within the Redevelopment Plan Area is permitted. Where off-site parking is provided in publicly owned and operated facilities, the rights to the parking shall be documented in the Redevelopment Agreement and/or through evidence of access to the necessary permissions from the Town to utilize the parking.

Shared Parking Report

- Redevelopers shall utilize a shared parking approach to calculate parking requirements. The Shared Parking approach shall be substantiated via a Shared Parking Report prepared by a licensed Professional Engineer or recognized parking consultant. The Shared Parking Report shall be submitted with any Redevelopment Agreement and shall be subject to review and approval by the Town. Shared parking between Zones in the Redevelopment Plan Area is permitted.
- The base parking ratios incorporated in the Shared Parking Report shall reflect the requirements in the table above.
- For retail and restaurant/bar uses, the Shared Parking Report should separate projected parking demand for employees and customers.
- Shared parking calculations shall be based on one of the following methodologies: the Urban Land Institute (ULI) report Shared Parking, the Institute of Transportation

[5] Medical office parking requirement shall apply regardless of the GFA of the building in which the Medical Office is located.

Engineers Parking Demand or Parking Generation Manual, or the Victoria Transport Policy Institute's Shared Parking: Sharing Parking Facilities Among Multiple Users.

- The Shared Parking Report shall include a component noting the number of privately held spaces that can be made publicly available during off-peak periods, such as nights and weekends. Off-peak periods and the terms of parking availability shall be specified in the Redevelopment Agreement.

Retail or Restaurant/Bar Parking

- In addition to parking provided within the Redevelopment Plan Area, retail or restaurant/bar parking generated during the peak hour demand may be satisfied via the following strategies:
    - Up to 16 parking spaces for customers may be provided on-street along the northern curb line of South Avenue adjacent to the South Zone. Up to 25% of these spaces may be short-term (not more than 15 minutes) to accommodate delivery services and other similar short-term uses.
    - Employee parking may be provided off-site in public parking areas subject to the issuance of the required permits by the Town. The Redeveloper shall submit evidence of issuance or intent to issue said required permits from the Town of Westfield at time of application for site plan approval to the Planning Board.

Parking Study

In order to demonstrate the efficacy of the proposed parking arrangement, a Parking Study shall be submitted as an attachment to any Redevelopment Agreement. All Parking Studies shall be subject to review and approval by the Town as outlined in Section 8.4.

At minimum, the Parking Study shall include the following:

- Tabulation of parking spaces required based on Redevelopment Plan standards.
- Tabulation of peak hour parking demand as calculated in the Shared Parking Report. Peak hour demand shall be calculated using the minimum Redevelopment Plan requirements, as well as the demand projections for the corresponding land use included within the methodology utilized for the Shared Parking Report.
- Tabulation of parking spaces provided.
- Site plans showing the location and size of parking spaces provided.
- Proposed parking fees, if any.
- The allocation of employee parking, visitor parking, patron parking, and resident parking, as applicable.
- Parking management techniques proposed, including but not limited to valet parking, tandem parking, opportunity for stacked vertical parking, self-parking and other techniques.
- Any techniques or strategies to be implemented to reduce parking demand, including but not limited to car share service on site, pre-tax employee benefits for utilization

of mass transit, unbundled cost of parking from office rent, carpooling program and associated incentives, and other techniques.

- Existing or proposed agreements with third parties demonstrating access to off-site parking.
- Contingency strategies demonstrating how additional parking may be provided or how demand may be reduced.

For projects creating buildings with more than 50,000 SF GFA of combined office or medical office, a supplement to the Parking Study shall be submitted prior to the issuance of any Building Permit (the "Office Report"). The Office Report shall include:

- Leases (or equivalent documentation) for at least 50% of office or medical office GFA demonstrating the amount of SF and quantity of parking committed to the tenant(s). If, based on these leases, there is insufficient parking to accommodate peak hour parking demand for the tenants or for the remainder of the unleased office or medical office space within the Sub-Zone, Redeveloper shall seek amended approval at the Planning Board to either reduce the parking demand or increase the parking supply.
- A Transportation Demand Management Plan, as detailed in Chapter 6: Circulation.

After the second anniversary of the final Certificate of Occupancy issued for the Redevelopment Area, Redevelopers may enter into agreements with third parties seeking to utilize on-site parking to support uses outside the Redevelopment Area. Prior to entering into any such agreements, the Redeveloper shall submit an update to the Parking Study detailing parking utilization at peak periods (the "Post-Occupancy Report"). Review and approval of the report shall be subject to Section 8.4. If the Post-Occupancy Report demonstrates there is excess parking supply in the Redevelopment Area, the Redeveloper is permitted to lease excess on-site parking spaces for use by property owners outside the Redevelopment Area or any other interested users. To the extent permitted under the Municipal Code at the time of the Site Plan Application for an off-site project relying on this parking, this parking may be used to satisfy parking requirements for off-site projects. The Town of Westfield shall have right of first refusal to any available parking deemed available in the Post-Occupancy Report.

Electric Vehicle Charging

Electric vehicle charging shall be provided in accordance with the requirements of the New Jersey Municipal Land Use Law and Article 24, The Electric Vehicle Infrastructure Code, of The Land Use Ordinance of the Town of Westfield.

Bicycle Parking

Minimum Bicycle Parking Requirements:

Use	Minimum Indoor Requirement	Minimum Outdoor Requirement
Residential	.5/unit	
Office	1 space/3,000 SF GFA	1 space/10,000 SF GFA
Retail	N/A	1 space/2,000 SF GFA
Restaurant/Bar	N/A	1 space/2,000 SF GFA

Bicycle parking shall be provided within the same Zone in which the demand is generated.

Minimum Loading

Loading zones shall be provided in accordance with the following table:

Zone	Minimum Requirement
West Zone, Lord & Taylor Sub-Zone	1 Large Loading Space 1 Medium Loading Spaces 3 Small Loading Spaces
West Zone, North Avenue North	1 Townhouse Loading Space
West Zone, Clark Street Sub-Zone	1 Townhouse Loading Space
North Zone, Mixed Use Area	1 Small Loading Space
South Zone	2 Large Loading Spaces 1 Medium Loading Space 1 Small Loading Space

3.6.B. General Building Design

- Design of the building massing and facades should clearly convey an overarching design idea, concept, or intent. The architecture should evoke clarity and consistency of the concept. The architectural massing and I design should employ materials, textures, and depth to reinforce and articulate the design. Visual interest, rhythm, repetition, and details should be balanced through thoughtful design, simplicity, and coherence.
- Architecture shall be unique, diverse, and foster a sense of place that celebrates and builds upon Westfield's history and character.
- Buildings shall be generally oriented towards the street. Primary pedestrian entrances shall be located along the adjacent right-of-way.
- Primary entry points for commercial and multi-family structures shall be defined by pronounced architectural features such as canopies, awnings, or marquees. These entry points should feature large windows and increased transparency to create a sense of openness.
- Ground floor facades shall consider pedestrian scale and should be designed accordingly. This may include, for example, variation in materials, increased transparency, and accented lighting.

- Stepbacks shall be utilized to minimize the appearance of upper floors from the street at ground level in accordance with the regulations contained within this plan. In the areas where the buildings are stepped back, landscaping and amenity roof space should be incorporated to soften the building appearance and create functional spaces.
- Roofs shall be thoughtfully designed throughout, with considerations made for use as green roofs, solar power generation sites, and/or amenity areas.
- Primary pedestrian entrances to commercial buildings shall feature windows and shall be located at-grade with ADA compliance.
- Street facing facades shall be composed so that the rhythm of ground floor attachments and openings harmonize with the rhythm of attachments and openings on upper stories.
- All facades of a building shall employ a complementary architectural treatment, such that the rear or side of the building employs an aesthetic approach that is harmonious with, and of roughly similar quality, to the front of the building.

General Building Design: Building Facades

- High quality building materials shall be utilized.
- Unless otherwise noted, building materials for all new buildings within the Redevelopment Area shall be subject to the following:
    - Permitted primary façade materials include:
        - Regular depth brick masonry
        - Stone masonry
        - Wood
        - For the Central Building in the West Zone, other materials currently comprising the existing structure are also permitted.
        - For the North Avenue North and Clark Street Sub-Zones in the West Zone, slate-style shingles, except for asphalt shingles, are also permitted.
        - For the Office Area in the South Zone, Terra Cotta and GFRC panels are also permitted.
        - Other materials as approved by the Planning Board
    - Permitted façade accent materials include:
        - Cement-parged concrete block
        - Cast stone
        - Wood
        - Architectural metal, including ACM panels, except for the North Avenue North and Clark Street Sub-Zones.
        - Ceramic cladding
        - Glass, Spandrel glass
        - Other materials as approved by the Planning Board

- Buildings shall be articulated to break up facades and ensure that long monotonous frontages are not constructed. Patterning of materials shall be simple and rhythmic.
- Building transparency shall be measured by dividing the area of windows and doors by the total area of the corresponding façade. The following transparency shall be required, in accordance with the type of use:
    - Ground Floor, along street frontages, Residential: Minimum of 25%
    - Ground Floor, along street frontages and public areas, Non-residential: Minimum of 65%
    - Ground Floor, remaining, Non-residential: Minimum of 20%
    - Upper Floor, Residential: 40% - 65%
    - Upper Floor, along street frontages, Non-residential: 40%-65%
    - Upper Floor, remaining, Non-residential: 15%-65%

General Building Design: Openings and Windows

- Window sizing and spacing shall be complementary to the overall façade composition.
- The building may be composed of different elements to promote horizontal articulation. Window types in different building elements shall be complementary to window types in other building elements.
- Commercial windows must be kept open and visible (unshuttered) at night.
- The use of rolling, swinging, sliding or accordion style security gates or doors, whether solid or not solid, shall not be permitted on or in any building so as to be visible from a public street, except that such gates or doors may be used to cover the vehicular entrances to a building.
- If utilized, shutters shall be operable.
- Openings shall have a clean vertical composition.
- Mirrored glass shall be prohibited.

General Building Design: Roof Lines

- For street fronting facades, the roof line or secondary horizontal elements (i.e., minor cornices) shall employ treatments to create architecturally distinct portions of the façade through strategies such as sloping, dormers, crenulation, parapet design, or cornice design.

General Building Design: Attachments

- Projecting elements are encouraged on facades to create articulation.
- Permitted attachments include, but are not limited to, awnings, canopies, bay windows, balconies, and chimneys.
- Awnings and canopies shall not be internally illuminated. Awnings and canopies may be up lit or otherwise lit via external sources.
- Balconies may be provided in the Lord & Taylor Sub-Zone and Mixed Use Area to enhance building articulation and create amenity spaces. Design of balconies should be integrated into the overall building architecture.

- Balconies provided on stepped back levels should be screened via parapet walls.
- In the Lord & Taylor Sub-Zone, balconies may extend up to 4' beyond the outermost building face.
- In the Mixed Use Area, balconies may extend up to 2' beyond the outermost building face.
- Balustrades or safety walls for balconies on levels with no stepback should be designed to minimize the visibility of items on the balcony.
- Balconies should incorporate materials and character consistent with the remainder of the building. Balconies should be designed to fit within and enhance building rhythm.

General Building Design: Vertical Rhythm

- The design of all structures shall incorporate a clear visual division between the base, middle, and top as described below. Elements shall be established using cornice lines, fenestration, material changes, or other similar architectural interventions.
- The building base is defined as the first story of the building. For residential buildings, the building base shall be clearly defined utilizing architectural elements like stoops, entryways, pocket gardens, terraces, patios, and similar features. For mixed-use or commercial buildings, the building base should feature storefront elements designed in a manner consistent with Section 3.6.D: Storefront Design. The relationship of width to height of windows and door openings at ground level should be visually compatible with openings in the same building façade and/or other nearby structure.
- The building middle is defined as the space between the top and base portions of the building. This space may be articulated using horizontal architectural elements. Enclosed projections (such as bay windows) may be permitted to extend beyond the primary façade of the building.
- Appropriate cornice lines should be incorporated to define the top of the building. The top of a building may be differentiated via materials or staggered rooflines. For buildings with stepbacks, the components of the façade closest to the street should have the most prominent cornice lines.
- Vertical rhythm for each of the building components should be defined by techniques such as:
    - Differentiation of materials
    - Differentiation of masonry
    - Color changes
    - Fenestration changes
    - Awnings and canopies

General Building Design: Horizontal Rhythm

- Generally, all buildings shall incorporate elements that divide façade planes and create a visual play of light and shadow. Long, uninterrupted horizontal facades are prohibited.
- Horizontal rhythm may be created using design elements such as:
    - Building projections
    - Stepbacks
    - Uniformity and or variety in fenestration patterns
    - Changes in the roofline
    - Changes in materials corresponding to changes in façade planes
    - Differentiated lighting fixtures
    - Shifting façade planes
    - Modulation of rooflines

Parking Structure Design

- The architectural design for the facades of parking structures shall include fenestration and architectural details such as ornamental projections, and articulated parapet walls to add visual interest and improve the overall appearance of the structure. Parking structures should be designed in a manner to reflect the appearance of a residential or commercial building.
- Parking garages shall be screened by a combination of landscaping and design features to ensure that they blend in with surrounding architecture. A reasonable effort shall be made to design parking garages to emulate residential and mixed-use buildings, as illustrated by the designs depicted below:

Figure 32: Examples of parking garages designed to emulate residential and mixed-use structures

- Areas of parking garages that are unable to be designed in this manner should be screened by alternative means, to the satisfaction of the Planning Board, including the following:
    - Green walls
    - Public art
    - Scrim
    - Faux windows
    - Precast form liners, reveals, and thin brick to enhance and vary the façade
- Garage fenestration shall be designed to shield vehicle headlights from exterior view to the greatest extent possible.
- Garages may include informational signage to indicate occupancy.
- Garage openings shall not detract from the pedestrian environment and shall be limited to two points of vehicular ingress/egress per garage. Multiple pedestrian entry points are encouraged.

- Pedestrian entrances to structured parking should be separated from vehicle entries. If entrances cannot be separated, safe pedestrian entry and exits should be provided by differentiating between pedestrian and vehicle zones by using different materials, modifying elevations, or other strategies. The size and scale of garage doors should be minimized.

Height Exemptions

- Parapet walls, cornices, decorative railings, and similar features shall not count toward the calculation of building height, provided they do not exceed the maximum permitted height by more than five feet. This shall apply to all structures.
- The following shall apply to all structures besides townhouses: Rooftop structures such as heating, ventilating and air conditioning equipment; rooftop stair towers; rooftop egress stairs; solar panels; rooftop stair tower bulkheads; elevator bulkheads; vestibules to provide rooftop access; and elevator enclosures shall not count towards the calculation of building height provided:
    - The area occupied by such rooftop structure shall not exceed 25% of the roof area of the floor on which the rooftop structure is located; and[6]
    - Such rooftop structures shall be set back at least 10' from the street-facing facade of the floor below, or 5' from the building face of the floor below on any non street-facing facade[7]; and
    - The height of such rooftop structures shall not exceed the permitted height of any parapet wall or decorative feature described above by more than 16' in the South Zone and 10' in all other zones.
- The following shall apply to townhouses: Each townhouse may include a rooftop vestibule to house the elevator overrun or similar appurtenances necessary to provide access to the roof. This vestibule shall be exempt from height calculations provided it is less than 300 SF, set back at least 5' from the street facing façade, and does not extend more than 10' above the permitted height of any parapet wall or decorative feature described above.

Rooftop Amenity Areas

- Use of roofs as amenity areas for tenants and their visitors is permitted, subject to the limitations of this section.
- Roof decks shall be designed in an attractive manner that will not detract from adjacent uses and will prevent nuisance and safety issues. Design of the rooftop must utilize all reasonable efforts to minimize the effect of noise and light on adjacent properties and the street.

[6] Solar panels, if utilized, shall not count towards the calculation of percentage of roof area occupied by a rooftop structure.

[7] In the North Zone, rooftop structures shall not be required to be setback 5' from the building face of the floor below on any non-street facing façade in order to qualify for this height exemption. The requirement for a 10' setback from a street-facing building facade shall apply.

- The use of lights spaced evenly along a cable or wire, commonly known as "string lights" shall be permitted. Lights must be turned off when the rooftop is not in operation. No light shall be placed more than 15' above the deck of the flat roof.
- Roof decks for multi-family residences, office, restaurant/bar, or retail uses may be utilized between the hours of 7:00 am and 11:00 pm.
- Privacy screens between amenity areas are permitted.
- Roof decks may include landscaping, gardening areas, lounge spaces, fire pits, cooking areas, recreation areas, pools/hot tubs, and audio/video equipment.
- Except for rooftop uses in the South Zone, the North Zone, and West Zone (Central Building) access to rooftop spaces shall be limited to tenants and their visitors.
- No commercial use of rooftops shall be permitted except in the South Zone, North Zone, and West Zone (Central Building).

Lighting

- Unless otherwise specified, all lighting shall be designed in accordance with §10.11 (Lighting) and §17.10 (Illumination of Parking and Loading Areas) of the Town of Westfield Land Use Regulations.
- Architectural accent lighting is encouraged and may be located higher than 15' above normal grade. Architectural accent lighting may include uplighting.
- Lighting for retail and restaurants/bars may be located up to 20' above normal grade.
- Considerations must be made to prevent lighting from encroaching upon any on or off-site residential uses.
- Foundations supporting street lighting fixtures shall be installed within the sidewalk buffer zone and shall not encroach upon the pedestrian clear zone.
- Lighting shall be designed to ensure that Light Emitting Diodes are used and sufficiently diffused as to not distract operators of motor vehicles in the dark.
- Signage lighting methods permitted by type of signage, where applicable, are outlined in Section 3.6.G: Signage of this Plan. Where not stated, the signage may be shielded top mounted light fixtures or other positioned light fixtures permanently affixed in positions approved by the Planning Board.
- Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform, shall use a narrow cone beam of light that will not extend beyond the illuminated object.
- Other upward directed architectural, landscape, or decorative direct light emissions shall have at least 90% of their total distribution pattern within the profile of the illuminated structure.
- Floodlight type fixtures shall be prohibited, except for where they are required for life safety purposes.
- In the North and South Zones, the level of illumination at ground level shall not exceed 0.5 of a footcandle at the property line that defines the edge of the corresponding Zone, unless required for public safety purposes. In the West Zone, the level of

illumination shall not exceed 0.3 of a footcandle at any property line, unless required for public safety purposes.

Stormwater

- Construction in the Redevelopment Plan Area shall comply with Chapter 38, Stormwater Management, of the Code of the Town of Westfield.
- The post-construction runoff of each Sub-Zone should be at least 30% less than the pre-construction runoff.

Parking + Loading Design

- When not in use for loading, Small or Medium Loading Spaces should be made available for use by rideshare and food-delivery vehicles.
- No Large or Medium Loading Spaces shall front on North Avenue, South Avenue, or Central Avenue.
- At least 95% of parking required shall be provided within parking structures. The following are exemptions to this rule:
    - Public Areas
    - Parking for townhouses
- Parking spaces shall measure at least 8.5’ wide by 18’ deep.
- Compact car spaces measuring 8’ wide by 16’ deep, shall be permitted provided the total number does not exceed 20% of the parking provided on each individual Sub-Zone.
- Tandem parking and/or stacked vertical parking may be utilized within parking structures. If these approaches are utilized, operational strategies shall be detailed in the Parking Study.
- Surface parking areas should include clearly demarcated pedestrian pathways between parking spaces and building entrances.
- On-street parking spaces parallel to the curb shall measure 8’ wide by 21’ deep.
- All surface parking areas and driveways shall be set back from property lines a minimum of 5’ when abutting a single-family or two-family zoned property.

Bicycle Parking Design

- Indoor bicycle parking shall, at a minimum, consist of a room within a building or workplace, a secure enclosure within a parking garage, or a cluster of lockers at a transit center or other setup providing similar security and protection from the elements.
- Bicycle parking facilities shall be at least as protected and secure as any automobile parking provided.
- Site plans shall show the proposed location of bike and active transportation parking/storage facilities on the site and on the building floor plan design.
- All required outdoor bicycle parking must be convenient and accessible to a main building entrance (either pedestrian or vehicular) and street access.

- Exterior 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.
- Bicycle parking shall be located so as not to block the pedestrian path on a sidewalk or within a site.
- 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.
- For Townhomes, bicycle parking may be provided in garages.

Utilities and Mechanical Equipment

- Trash and recycling service should be conducted indoors in a centralized location. Trash compaction is encouraged. If trash storage must be conducted outside, it should be fully enclosed in a structure that complements the building architecture and be secured via visually solid gates.
- Use of the Town's rights-of-way for the placement of utilities shall comply with such applicable provisions of Chapter 17 of The Code of the Town of Westfield.
- When technically feasible, outdoor utility equipment shall be placed underground or indoors.
- Unless required by the corresponding utility, no street fronting ground-mounted utility equipment is permitted. If street fronting ground-mounted utility equipment is mandated by the corresponding utility, it shall be screened from the street to the greatest extent possible by landscaping and other similar measures.
- Façade penetrations, such as for dryer vents or HVAC uses, shall be prohibited along all street and plaza facing facades. Any necessary façade penetrations on other facades shall be color matched with adjacent materials or otherwise designed to be architecturally complementary. Louvers for ventilation may be permitted on street facing facades for retail and restaurant/bar uses.
- Unless prohibited by the corresponding utility, meters and similar infrastructure should be located within an enclosed room. Utility meters and similar infrastructure shall not be visible from the street. Screening in the form of fencing, landscaping or similar devices may be utilized to meet this requirement.
- No new above-grade pole mounted utilities should be created. Where feasible, existing above-grade pole mounted utilities are recommended to be placed underground.
- Elevator bulkheads, mechanical equipment, rooftop stair towers, and other rooftop structures on the roof shall be designed in a manner complementary to the balance of the building or otherwise screened to minimize their visual impact. Strategies for minimizing visual impact may include cladding these features with materials consistent with the building façade, covering these features with plantings, screening them from abutting streets with parapets or other types of visual screening, or other similar strategies.

Landscaping + Buffers (West Zone)

- Landscaping shall be provided along property lines to create buffers with adjacent residential uses. At minimum, buffers shall be provided at the west edge of the Lord & Taylor Sub-Zone and the portions of the North Avenue North Sub-Zone adjacent to residential properties.
- Landscaping shall also be provided along any publicly accessible parks to create buffers with on-site residential uses.
- Buffers are intended to establish clear delineation between properties and to minimize the visual impacts between properties.
- Buffers should be designed to minimize any negative impact on adjacent property owners, including light and sound impacts.
- Buffers along property lines abutting residential uses should consist of two elements. These two elements should contain:
    - 6’ fence or wall. Walls utilized as buffers may be constructed of stone, brick, or similar materials that promote an attractive aesthetic. Fences may be made of wood, or other materials that promote an attractive aesthetic. Chain link fences shall not be permitted. Fences or walls shall not be subject to setback requirements.
    - Densely planted landscape buffer. Landscape buffers shall have a minimum height of 6’ at planting. Evergreen plantings are encouraged.
- Landscaped beds, gardens, and planting strips should be incorporated into the site design particularly in locations that separate vehicles from pedestrians and where blank façades, or utilities are present.

3.6.C. Streetscape

3.6.C.1. Sidewalks

- The streetscape shall be designed in a manner consistent with the recommendations of the Town of Westfield's Unified Land Use and Circulation ("ULUC") Element for the corresponding street frontage as reflected in the map and outlined in the table below. All sidewalks and streetscapes in front of private development shall be newly constructed as part of implementation of a project.

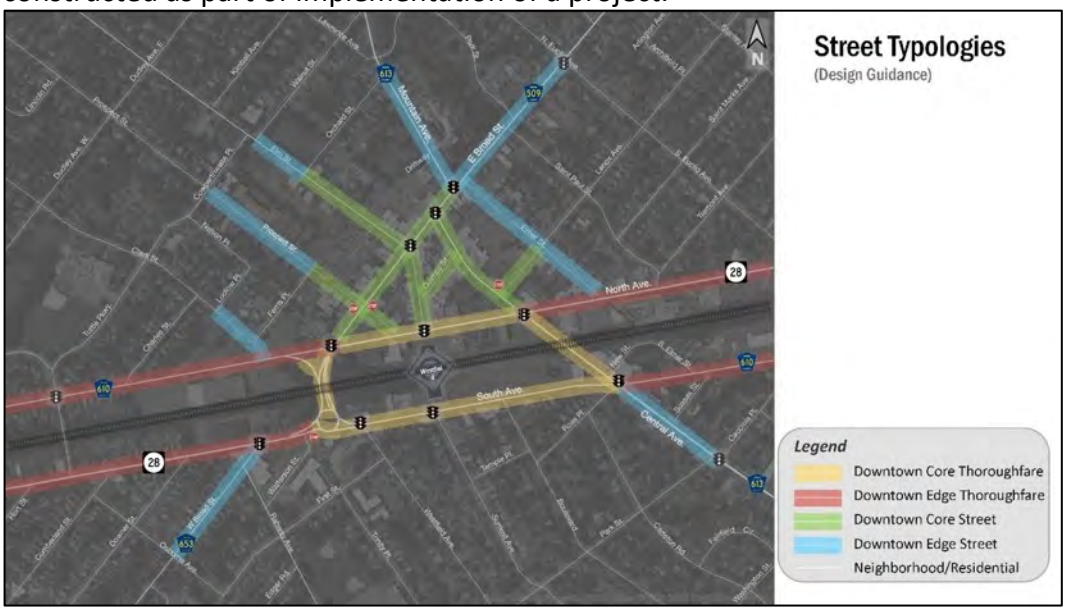


Figure 33: Map of Street Typologies, as included in the ULUC

- All sidewalks shall be comprised of a frontage zone, pedestrian zone, and buffer zone. Allocation of sidewalks between zones shall be informed by the recommended proportions included in the Unified Land Use and Circulation Element, as reflected in the table below:

Table 2: Sidewalk Zone Widths

	Frontage		Pedestrian Clear		Buffer	
Typology	**Min.**	**Pref.**	**Min.**	**Pref.**	**Min.**	**Pref.**
Downtown Core Street	0-2'	4'	5'	8'	4'	6'
Downtown Edge Street	0-2'	4'	5'	8'	4'	6'
Downtown Core Thoroughfare	0-2'	6'	6'	10'	4'	8'
Downtown Edge Throughfare	0-2'	4'	5'	8'	4'	6'
Neighborhood Residential Streets	Varies	Varies	5'	6'	4'	6'

Figure 34: Sidewalk Zone proportions, as recommended in the ULUC

- Design elements included as part of sidewalks in the Redevelopment Plan Area shall include the following items, according to their respective street typology. Streetscape elements should be identified in Site Plan Application submissions.

Design Elements in the Sidewalk Zone				
Design Elements	**Downtown Core Streets**	**Downtown Core Thoroughfare**	**Downtown Edge Thoroughfare**	**Downtown Edge Streets[8]**
Street Trees	Required	Required	Required	Required
Planters	Required	Required	Required	Recommended
Green Infrastructure	Recommended	Recommended	Optional	Optional
Pedestrian-scale Lighting	Required	Required	Required	Required
Street Furniture/Seating	Required	Recommended	Recommended	Optional
Trash/Recycling	Required	Required	Recommended	Optional
Decorative Treatments (bricks, pavers, coloring, texturing)	Recommended	Recommended	Recommended	Optional
Bicycle Parking	Recommended	Recommended	Optional	Optional
Sidewalk Cafes/Outdoor Dining	Recommended	Recommended	Optional	Optional

- The combined widths of these zones, wherever new development will take place, shall conform to the following minimums based on the streets against which they abut:

Street	Minimum Combined Sidewalk Width
North Avenue, west of Prospect Street, north side	12’
North Avenue, west of Prospect Street, south side	25’
North Avenue, east of Prospect Street	12’
South Avenue, east of Summit Avenue	15’
South Avenue, west of Summit Avenue	12’
Central Avenue	12’
Clark Street, Ferris Place	12’

[8] For the purpose of this Redevelopment Plan, Ferris Place shall be treated as a Downtown Edge Street.

Frontage Zone

- As defined in the ULUC, the Frontage Zone is the "[s]ection of the sidewalk that functions as an extension of the building and includes the building café and entrances. It may accommodate landscaping, outdoor cafes, retail displays, and other items. The frontage zone is not essential on all streets and in some cases may be provided on private property."
- The Frontage Zone should be designed in a manner that integrates the sidewalks into the functionality of adjacent buildings. Direct pathways should be provided from sidewalks to pedestrian entrances.
- Permitted materials for the Frontage and Buffer Zone include:
    - Stone, with a preference for granite block or bluestone flag
    - Brick, with the exclusion of concrete pavers
    - Stamped concrete
    - Decorative asphalt pavers
    - Other materials as approved by the Planning Board
    - For frontage zones abutting residential: All materials necessary and accessory to landscaping and hardscaping.
- For the purposes of permitted appurtenances, Frontage Zones will be subject to the following standards by type:
    - Frontage Zones abutting residential uses:
        - These frontage zones may feature landscaping, hardscaping, planters, picnic tables, pocket gardens, patios, terraces, benches, other large street furniture items, interactive public displays, sculptures, and other similar items provided they do not impede pedestrian traffic or encroach upon the pedestrian clear zone.
    - Frontage Zones abutting retail/commercial:
        - These frontage zones should include features such as street/cafe furniture, merchandizing displays for retail uses, small planters, and similar items wherever possible. These items, if included, shall not impede pedestrian traffic and may not encroach upon the pedestrian clear zone.
        - Sidewalk signage and merchandise shall be stored inside their respective storefronts upon close of business every day.

Pedestrian Clear Zone

- As defined in the ULUC, the Pedestrian Clear Zone is an "[a]ccessible pathway to ensure pedestrians have a safe and adequate place to walk. It should be wide enough for people to pass one another and clear of any physical obstacles."
- The minimum pedestrian clear widths, wherever new development will take place, shall conform to the following minimums based on the streets against which they abut:

Street	Minimum Pedestrian Clear Width
North Avenue, west of Prospect Street, north side	8’
North Avenue, west of Prospect Street, south side	10’
North Avenue, east of Prospect Street	8’
South Avenue, east of Summit Avenue	10’
South Avenue, west of Summit Avenue	8’
Central Avenue	8’
Clark Street, Ferris Place	8’

- Permitted materials for the Pedestrian Clear Zone include:
    - Brick
    - Stone
    - Concrete, with a preference for stamped concrete, pigmented concrete, and/or concrete with exposed aggregate
    - Decorative asphalt pavers
    - Other materials as approved by the Planning Board, with a preference for maintaining consistent and/or complementary aesthetics throughout the downtown

Buffer Zone

- As defined in the ULUC, the Buffer Zone is a “[s]ection of the sidewalk between the curb and the clear zone in which street furniture and amenities are provided, including landscaping and lighting elements.”
- Buffer zones should feature street trees, lighting, trash receptacles, and street furniture.
- Permitted materials for the Buffer Zone include:
    - All materials necessary and accessory to landscaping and hardscaping
    - Stone, with a preference for granite block or bluestone flag
    - Brick, with the exclusion of concrete pavers
    - Stamped concrete
    - Decorative asphalt pavers
    - Other materials as approved by the Planning Board, with a preference for maintaining consistent and/or complementary aesthetics throughout the downtown

3.6.C.2. Street Furniture and Lighting

- Frontage and Buffer zones should be designed to accommodate vegetation and publicly accessible seating wherever practical and permitted.

- Any street furniture provided, including but not limited to benches, trash receptacles, and tables, shall be located such that the Pedestrian Clear may not be impeded.
- Street furniture must be designed to accommodate people of all ages and abilities and be compliant with ADA requirements and New Jersey Barrier Free Subcode.
- Trash receptacles are to be provided at regular intervals along pedestrian walkways abutting Downtown Core Streets and Downtown Core Thoroughfares, including public rights-of-way, at a minimum of 100 feet on center or at every corner. The use of compacting trash receptacles is encouraged.
- Street furniture and lighting should be consistent with and/or complementary to fixtures found throughout downtown Westfield. Proposed fixtures and lighting details shall be included in the submission "Conceptual design for public improvements" or equivalent document as attached to the Redevelopment Agreement. Final approval shall be subject to Planning Board approval.

3.6.C.3. Street Trees

- Street trees are subject to the standards set forth in Chapter LUL, Article 10, Section 10 of the Code of the Town of Westfield, with the exception of provision § LUL-10.10A and D.
- Wherever street trees are included, pollution resistant street shade trees are to be planted, at regular intervals pending species type, roughly 30' on center if a small street tree with a canopy spread up to 30' or spaced at roughly 40' on center intervals if a medium or large tree with a canopy spread above 30'. Exact number, placement, and species of trees shall be subject to Planning Board approval.
- Trees shall have a minimum trunk caliper of six (6) inches at time of installation. The Planning Board shall approve species and location of trees.
- Street trees should be coordinated with site lighting.
- Redeveloper should consult Tree Preservation Commission and the Department of Public Works in selecting appropriate trees within the Redevelopment Plan Area prior to the submission of a site plan application.
- Tree species shall be non-invasive and an effort should be made to select a diverse set of native, pollution-resistant, and hypo-allergenic species.
- An effort should be made to provide drainage for the removal of excess water from tree pits. Green infrastructure improvements made with this drainage in mind, such as subsurface drainage in pits and rain gardens are encouraged.
- The following features, although not required, are recommended as part of overall streetscape design elements:
    - Permeable asphalt, pavers, cobblestone, or brick on streets to replace traditional asphalt.
    - Drainage considerations, such as rainwater harvesting, rain gardens, and grow-through pavers are encouraged.

3.6.D. Storefront Design

- All storefront entrances shall be accessible and ADA compliant.
- Storefronts should be constructed as to accommodate customization by tenants in order to create a varied and personalized collection of ground floor facades while still retaining consistency with materials used throughout downtown Westfield.
- Restaurants/bars shall be allowed to utilize the Frontage Zone for outdoor dining consistent with applicable regulations.
- Storefront Extensions and Recesses:
    - Tenants may utilize their respective Frontage Zone to project their storefronts beyond the outermost building face. This allows them to create a “pop-out” storefront, like the one shown in Figure 35. This extension is limited to 24 inches within the Frontage Zone and shall not impede the Pedestrian Clear Zone or infringe on either the minimum sidewalk widths as established in the Unified Land Use and Circulation Plan or the minimum sidewalk widths corresponding to street frontages as established above.

Figure 35: An example of a "pop-out" storefront in Richmond, UK

    - Storefronts may also feature recessed entryways, such as in Figure 36.

Figure 36: A storefront featuring a recessed entryway in Chippewa Falls, WI

- These extended and recessed storefronts shall also complement the surrounding architecture.

Materiality

- Edges shall be smoothed and not sharp to the touch.
- Special attention should be paid to transitions between materials as to not leave any large gaps or otherwise unsightly changes in material.
- The following details shall be documented and provided as part of the Site Plan Application:
    - ADA Accessibility compliance
    - Overall storefront design plan, consisting of a depiction of the intended design with materials labelled.
    - Sourcing of material, as to assure that broken or damaged portions of storefronts may be reparable using easily obtained replacements.

Windows and Glazing

- High transparency of storefronts is encouraged through the use of glass windows and doors featuring glass paneling.
- Glass shall be transparent. Mirrored glass is prohibited.
- Stained glass, painted glass, and textured glass shall be permitted, provided it is utilized as an accent and does not impede visibility into storefronts.
- Operable windows and glass walls are preferred.
- Shutter-style opening windows and doors are encouraged for restaurants/bars intending to feature an outdoor component. Accordion/garage doors may be utilized.

3.6.E. Sustainable Design

- The following standards are required for inclusion as part of development within the Redevelopment Plan Area. The redeveloper shall submit, as part of its Site Plan Application to the Planning Board, a report indicating compliance with, or commitment to compliance with, the following standards:

    - Decisions regarding land use and circulation should be made with consideration for pedestrians and cyclists in mind, so as to encourage walking, cycling, and the use of public transportation from the Redevelopment Plan Area.
    - Redeveloper shall demonstrate LEED™ Silver equivalency.
    - All appliances shall be Energy Star qualified.
    - For all buildings to which it is applicable, adherence to standards set forth in ASHRAE 90.1-2019 shall be required.
    - Windows shall be double-paned and weatherproof in all applications other than retail storefronts and parking garages.
    - All building entrances shall be climate proofed.
    - Ducts and HVAC shall be protected from dust and damage during construction and cleaned prior to occupancy
    - A construction waste plan shall be prepared to outline disposal of construction debris. A reasonable effort shall be made to recycle, reuse, or salvage construction and demolition debris. Donation of reusable materials to non-profit centers like Habitat for Humanity's ReStores is encouraged.
    - For residential, retail, restaurant, and office uses, all water fixtures and fittings shall be WaterSense labelled (or equivalent)
    - Green Stormwater Infrastructure ("GSI") elements shall be incorporated within each Sub-Zone. Acceptable GSI elements include green roofs, raingardens, bioswales, and similar interventions. The minimum number of GSI elements shall be provided in accordance with the requirements below:

        - Lord & Taylor Sub-Zone: 2
        - North Avenue North Sub-Zone: 1
        - Clark Street Site Sub-Zone: 1
        - Public Area North Sub-Zone: 1
        - Mixed Use Area Sub-Zone: 1
        - Public Area South Sub-Zone: 1
        - Office Sub-Zone: 2

    - Low-VOC interior paints and finishes shall be utilized.
    - Low-VOC adhesives and sealants shall be utilized.

- Kitchens and bathrooms shall vent directly outdoors.
- HVAC shall feature the ability to dilute and filter out air pollution.
- Residential windows above the ground floor should be operable.
- Lighting of common spaces shall feature automatic timers and motion sensing to save energy on lighting when these spaces are not used. Areas where a safe amount of lighting is consistently required, such as hallways and staircases, are exempt from this requirement.
- A no-smoking policy shall be implemented in the communal and shared spaces within the buildings, outdoors within 25' of all buildings, and in the Public Areas.
- Heating and air conditioning controls must be easy to use and have automatic timer capabilities.
- A tenant sustainability manual or fact sheet shall be created for residents, including information about how to improve energy efficiency, public transportation options, safe walking and bike routes, and waste disposal locations and recycling policies.

- The following recommendations are encouraged as part of development within the Redevelopment Plan Area:

  - Sustainable design strategies and materials are encouraged in accordance and furtherance of Resolution 127-2020. Such design strategies and materials include those specified by the Town's Green Development Checklist, adopted by General Ordinance No. 2189.
  - To further demonstrate that quality of life, health, and safety considerations have been made, it is recommended that the Redeveloper seek WELLv2 certification and aim to meet at least 2 points per concept, attaining Well Gold level certification or equivalence.
  - It is recommended that new construction comply with or incorporate elements of the PHIUS+ 2021 Passive Building Standard.
  - All reasonable efforts to ensure optimal indoor air quality during construction are encouraged.
  - Building design should allow for natural ventilation and the efficient use of outdoor air during periods of heating and cooling.
  - All-electric HVAC systems are encouraged throughout the project area. Variable Refrigerant Flow (VRF) systems, wherever feasible, should be considered.
  - The feasibility of solar panels atop parking garages should be considered. Where panels are not feasible, the top floor of the parking garage may be suitable for light-colored treatment and other Cool Roof features to increase solar reflectance.
  - Solar Energy Systems shall comply with LUL 13.07, and other applicable provisions of the Town Code and Local Land Use Law.

- Atop any building that is not a parking structure, the incorporation of a green roof or cool roof is encouraged. Green roofs may be utilized in calculations to decrease the coverage by impervious surfaces on a lot within the project area.
- All reasonable efforts should be made to implement water-conservation techniques and to consider the use of water re-use systems such as rainwater harvesting.
- Raingardens and/or bioswales in tree pits are encouraged wherever possible.
- Additional considerations, such as permeable walkways, grow-through pavers, and permeable pavement are highly encouraged wherever practical.
- Building design should consider the maximization of natural light by taking advantage of building orientation, paint color choices, building materials, and type/size of windows.
- Efforts to expand access to fresh produce through partnerships with local farms and farmers' markets are encouraged.
- Considerations for the management of food waste, such as organics recycling and composting, are highly encouraged as part of development within the Redevelopment Plan Area.
- Where feasible, the recycling and reusing of building materials on or off-site is encouraged.
- The use of building materials containing recycled content is encouraged.
- The sourcing of building materials locally, or from within the region, is highly encouraged.
- Use of electric appliances, space/water heating, and air conditioning in residential buildings is encouraged.
- In commercial buildings, use of adequate building envelope and electrical infrastructure to support future heat pump installation, or use of electric heating and cooling is encouraged.
- Use of solar panel canopies are encouraged.

3.6.F. Outdoor Dining

- Outdoor dining areas shall not encroach on the required pedestrian clear zone included in the Streetscape Section.
- Unless otherwise noted herein, outdoor dining located in the Town right-of-way shall conform with the standards in Section 24-54 of the Westfield Town Code.
- Accessory structures associated with outdoor dining installed on private property shall conform to the standards of Section 13.03.E of the Land Use Ordinance of the Town of Westfield, except that these structures may also be permitted in front yard areas.

Figure 37: Outdoor dining on a sidewalk in Paris, France

3.6.G. Signage

- Signage shall be provided in accordance with Article 16: Exterior Signs of the Town of Westfield's Land Use Ordinance. The signage standards for the CBD shall apply, unless otherwise supplemented by provisions included herein, such as the allowance of monument signs, office tenant signs, and other signs.
- Signage must complement the surrounding architecture, while remaining visible and legible from perspectives and at scales appropriate to the type of signage.
- Site plan applications made in furtherance of this Redevelopment Plan shall include the location, dimensions, and materials of any proposed signage.
- Wayfinding signs in the public right-of-way or Public Realm North/South are encouraged. These wayfinding signs should indicate local areas of interest and be legible to pedestrians, drivers, and cyclists.
- Monument Sign:
    - Up to three monument signs shall be permitted in the West Zone (Lord & Taylor Sub-Zone) subject to the following:
        - Signage may be externally illuminated or halo lit
        - Signage shall be at least 5' from any property line along North Avenue
        - Signage shall be at least 100' from the western property line
        - Height of sign may not exceed 8'
        - Horizontal/vertical dimensions of sign may not exceed 6'
        - Total area of the sign shall not exceed 40'.
    - One monument sign shall be permitted in the South Zone subject to the following:
        - Signage may be externally illuminated or halo lit
        - Signage shall be at least 5' from any property line
        - Height of sign may not exceed 5'
        - Horizontal/vertical dimensions of sign may not exceed 6'
        - Total area of the sign shall not exceed 25'
- Office Tenant Signage:
    - Office tenant signage in the South Zone Office Area shall be permitted subject to the following:
        - No more than two office tenant signs are permitted on any building façade.
        - Two of the office tenant signs per building may be permitted at the top floor of the building. The highest point of these signs shall not exceed the height of the parapet. Office tenant signs at the top floor of the building shall not be illuminated. No building façade shall have more than one office tenant sign at the top floor.
        - All other office tenant signs shall be located at the third floor. Office tenant signs at the third floor may be halo-lit or externally illuminated. Signage may be lit from dawn to dusk.

        - The maximum height of any office tenant sign is 4'. The maximum area of each office tenant sign is 80 square feet.
        - Signage materials should be complementary to building architecture.
        - Office tenant signage should be generally located close to building corners.
    - Office tenant signage for the Lord & Taylor Central Building shall be permitted subject to the following:
        - Office tenant signs may be permitted at the second floor.
        - One office tenant sign is permitted on the North Avenue facing façade. Two office tenant signs are permitted in the rear of the building facing the train tracks.
        - The maximum height of any office tenant sign is 4'. The maximum area of each office tenant sign is 80 square feet.
        - Signage may be halo-lit or externally illuminated. Signage may be lit from dawn to dusk.
        - Signage materials should be complementary to building architecture.
- Construction Sign
    - Ground mounted, wall mounted, and fence mounted constructed signs are permitted.
    - No construction sign may have a vertical dimension greater than 8'.
    - Ground mounted and wall mounted construction signs shall not exceed 40 SF.
    - Fence mounted signs shall not be more than 25% in contiguous length of the linear frontage of a construction fence along a street frontage.
    - No sign can exceed the height of structure on which it is mounted.
    - Project images are encouraged on construction signs.
    - Construction signs may not be illuminated.
    - No more than one construction sign shall be permitted per Sub-Zone.
- The existing Lord & Taylor sign is permitted to remain and shall not be subject to the standards contained herein.
- Internal signs that are more than 75 feet from the street frontage may be permitted to facilitate on-site wayfinding.
- Temporary signs
    - Temporary signage shall be subject to provisions included in Section 16.04R of the Town of Westfield's Land Use Ordinance, with the exception of sandwich board-style sidewalk signs such as those depicted in Figure 38 below.

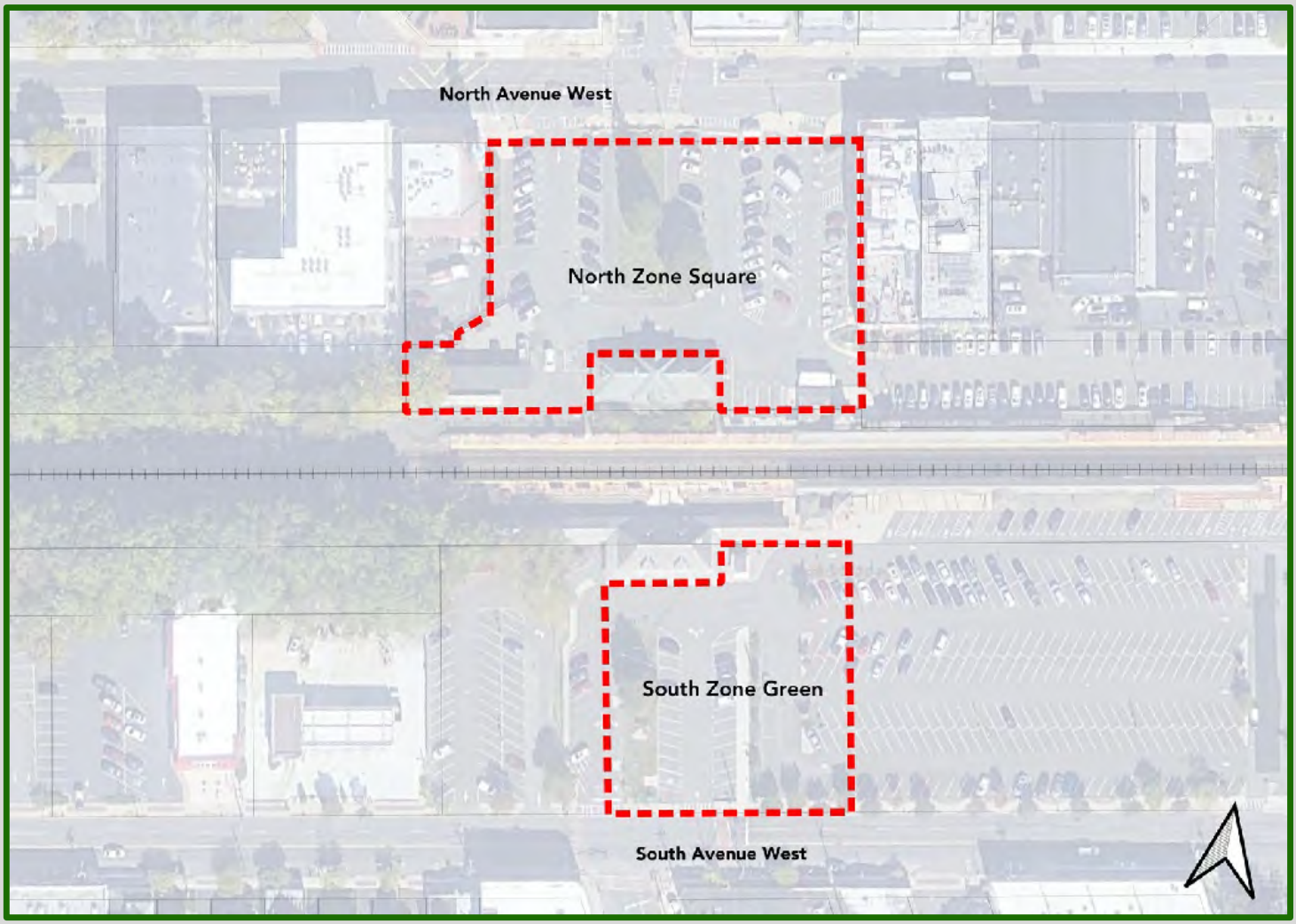
Figure 38: A sandwich board, a temporary board, used for displaying a menu viewable from the sidewalk

- Sandwich board-style sidewalk signs shall be permitted and are subject to the provisions in Chapter 24, Streets and Sidewalks, Article VIII Sidewalk Signs of the Town Code when located within the Town right-of-way. When located on private property, they are subject to the provisions set forth in Sections 24-62.

Chapter 4. Public Spaces

Development of significant public spaces is critical to the success of this Plan. The following public spaces shall be created via Plan Implementation.

Section 4.1. The North Zone Square and South Zone Green



Map 10: General boundaries of the North Zone Square and South Zone Green

The North Zone Square and South Zone Green will become the central public spaces in downtown Westfield. Located on opposite sides of the train station, the successful execution of these plazas will transform these portions of the existing parking lots, the boundaries of which are roughly shown in Map 10 above, into a continuous stretch of public space that is accessible via multiple modes of transportation, similar to the concept plans depicted in Figures 42 and 43. These spaces

should be flexible and varied for potential uses and able to accommodate a variety of programming types. They should operate as a mobility hub for Westfield residents and visitors and provide infrastructure to accommodate multiple modes of transportation, including bicycles. They should be integrated into the paths that extend west from the Train Station along both the north and south sides of the tracks to promote connectivity with the West Zone.

Both the North Zone Square and the South Zone Green will serve the Town's residents, workers, and visitors with a combination of hardscaping, landscaping, outdoor furniture, and other amenities. The similar purpose of the two plazas also allows for many similarities in the intended pattern of public improvement on these two sites, which are outlined below. Design of the spaces and associated improvements shall be subject to the terms of a Redevelopment Agreement.

4.1.A. Circulation

- On site circulation shall consider both pedestrian and vehicular movement, as well as interplay between the two modes. Ridesharing pick-up/drop-off accommodations should be made in pursuit of a seamless operation with minimal effect on the flow of traffic.
- Vehicular rights-of-way shall feature directional arrows outlining the intended pattern of circulation.
- Plazas shall be designed to limit motor vehicle speeds to 10 mph.
- To the extent possible, plazas shall be designed without curbs.

4.1.B. Materiality

- Traditional asphalt shall not be allowed for the construction of rights-of-way within the plazas. If included, asphalt shall be in the form of porous asphalt or asphalt pavers.
- Permitted pavement materials include:
    - Stone, with a preference for granite block or bluestone flag
    - Brick, with the exclusion of concrete pavers
    - Stamped concrete
    - Porous asphalt
    - Other materials as approved by the Planning Board
- Permitted walkway/sidewalk materials include:
    - Brick
    - Concrete, with a preference for stamped concrete, pigmented concrete, and/or concrete with exposed aggregate
    - Decorative asphalt pavers
    - Other materials as approved by the Planning Board

4.1.C. Landscaping

- Landscaping shall include trees, shrubs, groundcover, and similar vegetation.
- A large tree should be located in the North Zone Square to create a focal point and gathering area.

- A mix of species is encouraged, but only non-invasive species shall be allowed. Hypoallergenic species are preferred.
- Planters and similar landscaping apparatuses may be included, subject to the following conditions:
    - They shall be located as to not interfere with pedestrian or vehicular travel.
    - They shall be constructed to complement the surrounding architecture. No plastic planters shall be allowed, and a strong preference is given to brick or wood construction of planters and plant beds.
    - Expanses of green space may be screened by trees or planters.

4.1.D. Parking

- A parking structure is permitted along the western side of the South Zone Green.
- On-site surface parking may be provided within the plazas. Two of the spaces located closest to the accessible ramp entrances to the train platform shall be accessible parking spaces.
- Bicycle parking shall be provided within both the Square and Green. Bikeshare infrastructure, if applicable, may also be incorporated.
- Other infrastructure to support multimodal transportation included in these public spaces should include bike lockers, bike repair stations, and e-bike accommodations.

4.1.E. Programming/Amenities/Activation

- Street furniture for public use is encouraged. A mix of permanently affixed and "café-style" public seating is encouraged.
- Public art is strongly encouraged in both spaces.
- A central green space like the one depicted in Figure 39 below, the "Lawn," is to be developed for public use on each plaza with the following features:
    - The Lawns shall be accessible via the sidewalks along North and South Avenue.
    - Each Lawn is intended to be a focal point within its respective plaza and should be designed as such, with a high degree of visibility from both the street and train station to showcase activity levels and invite engagement with the spaces.
    - Landscaping shall be subject to provisions for Landscaping set forth for both plazas above in Section 4.1.C.

Figure 39: A central greenspace open to the public

- Permanent or temporary retail and restaurant uses may be located within the Plazas. Designed to integrate and support the public spaces, structures, kiosks, or carts may be included to facilitate these commercial uses.

Figure 40: Outdoor seating provided within a public plaza

4.1.F. Tunnel Improvements

- Improvements to the existing NJ Transit tunnel should be implemented to improve connectivity between the two spaces.
- Improvements may include but are not limited to: retrofitting existing stairs for bicycle compatibility, lighting, changes in materiality, restorations, art treatment, and other similar amenities.

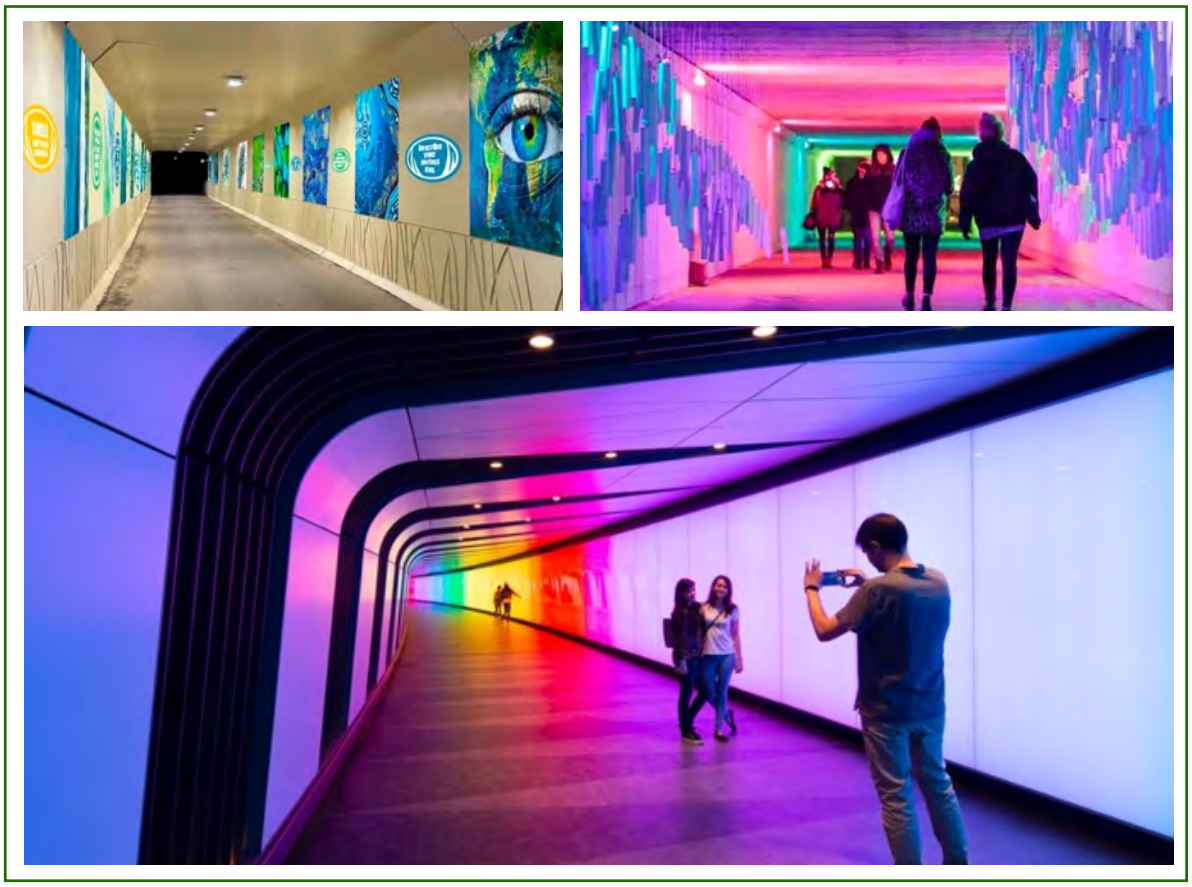


Figure 41: Examples of pedestrian tunnels featuring art treatment.

4.1.G. Waste Management

- Both trash and recycling receptacles should be provided along the Lawns' frontages along North and South Avenue, the perimeter of the train station, on the platform (subject to coordination with NJ Transit), and any areas for outdoor seating or other public amenities.
- Receptacles shall be permanently affixed and attractively designed.
- High-capacity compaction receptacles should be considered to reduce operating costs.

4.1.H. North Zone Square Concept Design

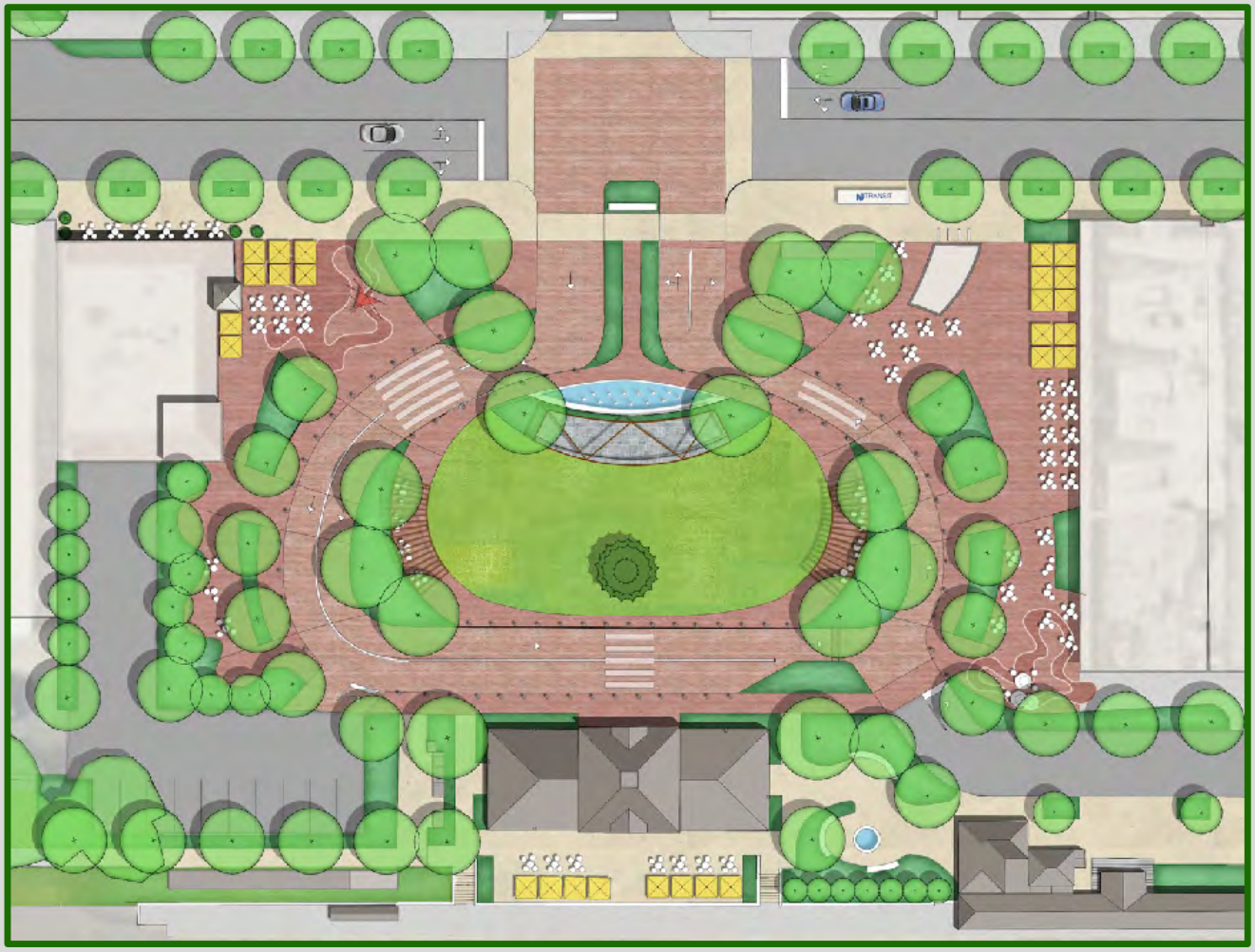


Figure 42: The concept design above shall serve as the basis for the layout of the North Zone Square. The design is subject to further modification that may enhance pedestrian access routes, maximize the efficiency of gathering spaces, support multimodal transportation, promote a low-speed traffic environment, and address other similar circulation and placemaking objectives.

4.1.I. South Zone Green Concept Design

Figure 43: The concept design above shall serve as the basis for the layout of the South Zone Green. The design is subject to further modification that may enhance pedestrian access routes, maximize the efficiency of gathering spaces, support multimodal transportation, promote a low-speed traffic environment, and address other similar circulation and placemaking objectives.

Section 4.2. Boulevard Extension

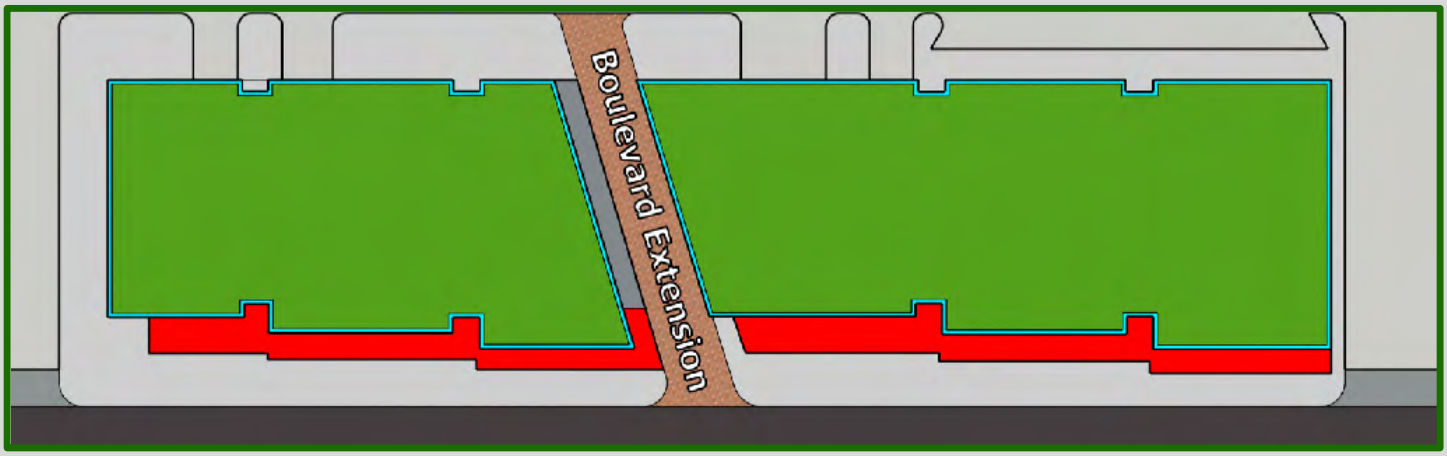


Figure 44: Location of the Boulevard Extension

The space between the two principal structures in the South Zone Office Area, as depicted in the concept drawing, Figure 44, above shall be developed as a shared pathway and pedestrian plaza. This Redevelopment Plan seeks to take advantage of the location of this accessway to facilitate pedestrian-scale programming and multi-modal transportation for use and enjoyment by all of Westfield's residents, workers, and visitors. Pedestrians will be prioritized in this shared space. The standards below set forth guidelines for the development of the Boulevard Extension, hereinafter referred to as the "Extension".

4.2.A. Materiality

- To highlight the space's multipurpose use intent, traditional asphalt shall not be allowed. Any asphalt shall be in the form of porous asphalt or asphalt pavers.
- Permitted pavement materials include:
    - Stone, with a preference for granite block or bluestone flag
    - Brick, with the exclusion of concrete pavers
    - Stamped concrete
    - Porous asphalt
    - Other materials as approved by the Planning Board
- Permitted walkway/sidewalk materials include:
    - Brick
    - Concrete, with a preference for stamped concrete, pigmented concrete, and/or concrete with exposed aggregate
    - Decorative asphalt pavers
    - Other materials as approved by the Planning Board, with a preference for maintaining consistent and/or complementary aesthetics throughout the downtown

4.2.B. Circulation

- The Boulevard Extension shall include a shared multi-use lane as reflected in the figures below.

Figure 45: Cady's Alley, Georgetown, D.C. - a shared multi-use lane

Figure 46: A shared multi-use lane in Paris, France featuring protective bollards

- Motor vehicles:
    - Motor vehicle access shall be limited to vehicles utilized for emergency services and utilities/maintenance.

- Bicycles:
    - Bicycles shall be permitted to travel in either direction along the length of the Extension.

4.2.C. Parking/Loading

- No vehicular parking shall be permitted within the Extension.
- Bicycle parking may be provided to contribute towards the overall bicycle parking requirement for the South Zone Office Area, provided that:
    - The number of spaces does not exceed 10% of the overall bicycling parking spaces requirement for South Zone Office Area.
    - A clear pedestrian path of at least 10' is maintained at all locations.
- Pickup/Drop-off Zone
    - One (1) pickup/drop-off location for ridesharing and similar purposes may be included at the southernmost end of the Extension.

4.2.D. Landscaping

- Landscaping shall include trees, shrubs, groundcover, and similar vegetation to provide ornamentation and buffering throughout the Extension.
- A mix of species is encouraged, but only non-invasive and hypoallergenic species shall be allowed. Planting and selection of trees and plants should be done in coordination with the Tree Preservation Commission and the Department of Public Works, as there are many considerations that factor into establishing trees in street and urban environments. The selection of trees and plants should prioritize native and non-invasive species as well as species that are suitable in the specific urban environments. Biodiversity (a variety of species) is an increasingly important aspect of maintaining a healthy tree system. It is important to select species and cultivars that show resilience in warmer climates, especially urban sites that tend to be warmer due to concrete, asphalt, buildings, and vehicles.
- Planters and similar landscaping apparatuses shall be included and are subject to the following conditions:
    - They shall be located as to not interfere with pedestrian or vehicular travel.
    - They shall be constructed to complement the surrounding architecture.
    - No plastic planters shall be allowed, and a strong preference is given to brick or wood construction of planters and plant beds.
    - Pedestrian and motorist lines of sight shall not be blocked.

4.2.E. Waste Management

- Both trash and recycling receptacles shall be provided at both ends of the Boulevard Extension.

- Receptacles shall be permanently mounted and attractively designed.
- High-capacity compaction receptacles should be considered to reduce operating costs.

4.2.F. Programming/Amenities

- Boulevard Extension must accommodate pedestrian-only use during events such as farmers' markets, street fairs, open streets projects, and more. Considerations included to promote these events may include:
    - Removable bollards at both ends of the Extension to restrict vehicular access when required.
    - Exterior electrical outlets and hose bibs shall be installed on both building frontages along the Boulevard Extension.
    - Street furniture for public use is encouraged. A mix of permanently affixed and "café-style" public seating is encouraged, as indicated in Figure 47 below.

Figure 47: Outdoor seating in the Old Pasadena business district, California

Section 4.3. Quimby Street

Quimby Street is a bidirectional street running between Central Avenue and Elm Street. In recent years it has been transformed on a temporary basis into a festival street, with opportunities for outdoor dining and other pedestrian-oriented uses. Given the success of this street repurposing, this Redevelopment Plan outlines provisions to ensure that this public amenity can be permanently provided to Westfield visitors and residents for years to come.

Figure 48: Quimby Street in its festival condition.

The concept below illustrates the design intent for permanent modifications to Quimby Street. These include a set of curb and sidewalk extensions abutting parking, one way traffic lane, and removable or retractable bollards at both ends. If feasible, Quimby Street should be converted into a curbless street to maximize flexibility and functionality.

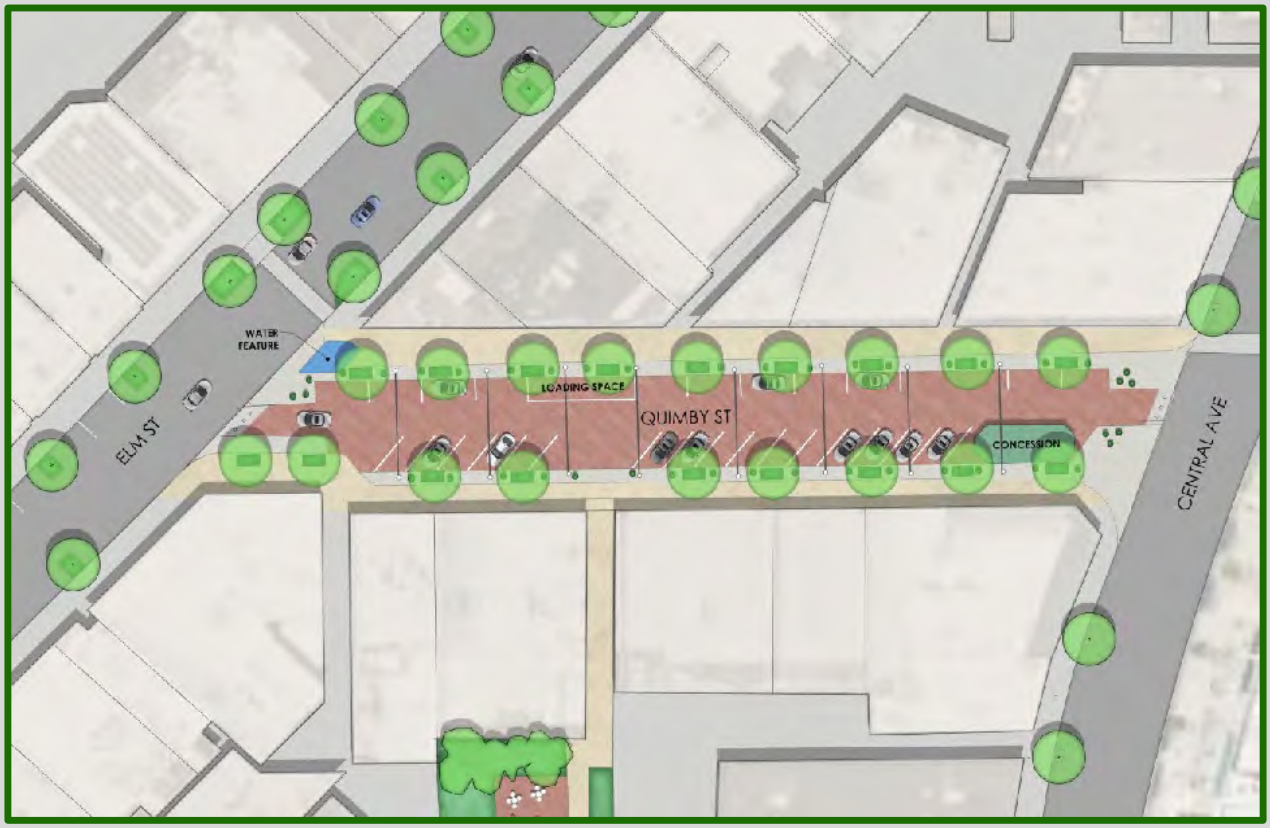


Figure 49: Concept design for Quimby Street. The design is subject to further modification that may enhance pedestrian access routes, maximize the efficiency of gathering spaces, support multimodal transportation, promote a low-speed traffic environment, and address other similar circulation and placemaking objectives.

Standards to inform the design features of Quimby Street are outlined below.

4.3.A. Materiality

- Use of traditional asphalt should be minimized to optimize the pedestrian experience and calm traffic. Any asphalt utilized within the Quimby Street right-of-way shall be in the form of porous asphalt or asphalt pavers.
- Permitted pavement materials include:
    - Stone, with a preference for Belgian block, granite block or bluestone flag
    - Brick, with the exclusion of concrete pavers
    - Porous asphalt or asphalt pavers
    - Concrete, with a preference for stamped concrete, pigmented concrete, and/or concrete with exposed aggregate
    - Other materials as approved by the Planning Board, with a preference for maintaining consistent and/or complementary aesthetics throughout the downtown
- Permitted walkway/sidewalk materials include:

- Brick
- Concrete, with a preference for stamped concrete, pigmented concrete, and/or concrete with exposed aggregate
- Decorative asphalt pavers
- Other materials as approved by the Planning Board, with a preference for maintaining consistent and/or complementary aesthetics throughout the downtown

4.3.B. Circulation

- Subject to appropriate approvals and agreements from required property owners, a pedestrian connection may be created linking Quimby Street with the Town's Parking Lot 7 is encouraged.
- The vehicle lane shall accommodate vehicular and bicycle traffic.
- Motor vehicles:
    - Motor vehicle access may be limited during times of open street events/hours. During this time, no motor vehicles with the exception of maintenance, emergency services, or loading shall be allowed to operate within the Quimby Street right-of-way.

4.3.C. Parking/Loading

- Parking spaces shall be provided along the one-way lane. The number of parking spaces shall remain roughly the same as in the current configuration, with any reductions in parking supply made in the interest of increasing pedestrian safety or providing opportunities for programming and placemaking. While head-in angled parking is shown in the concept diagram, back-in angled parking may also be utilized.
- Bicycle parking may be provided on the extensions, provided it does not interfere with motorist or pedestrian travel or sight lines.
- At least one loading space shall be provided along the northern side of Quimby Street, as shown in the concept diagram above.

4.3.D. Landscaping

- Landscaping shall include trees, shrubs, groundcover, and similar vegetation to provide ornamentation and buffering.
- A mix of species is encouraged, but only non-invasive and hypoallergenic species shall be allowed. Planting and selection of trees and plants should be done in coordination with the Tree Preservation Commission and the Department of Public Works, as there are many considerations that factor into establishing trees in street and urban environments. The selection of trees and plants should prioritize native and non-invasive species as well as species that are suitable in the specific urban environments. Biodiversity (a variety of species) is an increasingly important aspect of maintaining a healthy tree system. It is important to select species and cultivars that show resilience in warmer climates, especially urban sites that tend to be warmer due to all the concrete, asphalt, buildings, and vehicles.

- Planters and similar landscaping apparatuses shall be included and are subject to the following conditions:
    - They shall be located as to not interfere with pedestrian or vehicular travel.
    - They shall be constructed to complement the surrounding architecture. No plastic planters shall be allowed, and a strong preference is given to brick or wood construction of planters and plant beds.
    - Pedestrian and motorist lines of sight shall not be blocked.

4.3.E. Waste Management

- Both trash and recycling receptacles shall be provided on curb extensions at both ends of Quimby Street.
- Receptacles shall be permanently mounted and attractively designed.
- High-capacity compaction receptacles should be considered to reduce operating costs.

4.3.F. Programming/Amenities

- Quimby Street must accommodate pedestrian-only use during events such as farmers' markets, street fairs, open streets projects, and more. Considerations included to promote these events may include:
    - Removable or retracting bollards at both ends to restrict vehicular access when required.
    - Publicly accessible exterior electrical outlets may be installed.
    - Street furniture for public use is encouraged. A mix of permanently affixed and "café-style" public seating is encouraged.

Chapter 5. Affordability

Any residential development implemented under this Plan shall provide an affordable housing set-aside of 15% if the affordable units are to be offered for rent and 20% if the affordable units are to be offered for sale.

All affordable units created must comply with all applicable regulations of the affordable housing regulations of Article 23 of the Land Use Ordinance of the Town of Westfield, the New Jersey Uniform Housing Affordability Controls (N.J.A.C. 5:80-26.1 et seq.) and the Council on Affordable Housing regulations (N.J.A.C. 5:93-1 et seq., N.J.A.C. 5:97-1.1 et seq.) with the exception that in lieu of ten (10) percent of affordable units required to be at least thirty-five (35) percent of median income, thirteen (13) percent of affordable units shall be required to be at thirty (30) percent of median income.

Affirmative marketing and deed restriction requirements shall be in accordance with applicable laws and rules. Any fractional unit shall be rounded upward. All affordable units shall be constructed on site and integrated with the market rate units. Affordable units shall be roughly equivalent to market-rate units as it relates to quality of design and access to amenities. The Project shall also adhere to the applicable requirements of Article 22 of the Land Use Ordinance of the Town of Westfield entitled Affordable Housing Development Fee and Trust Fund.

Chapter 6. Circulation

Facilitating multimodal transportation is critical to the success of this Plan. To that end, redevelopment pursued under this Plan shall consider the mobility needs of pedestrians, cyclists, and vehicles, and shall include infrastructure improvements to meet those needs. These envisioned infrastructure improvements, which are detailed below, include recommendations from the Town's 2019 Bike Walk Westfield Plan.

Section 6.1. Preliminary Traffic Impact Study

Prior to adopting this Redevelopment Plan, a Preliminary Traffic Impact Study ("PTIS") was prepared to evaluate the impact of potential development. The PTIS analyzed the following intersections, as well as several new driveways that may be created through implementation of the Redevelopment Plan (the "Traffic Study Area"):

Intersections analyzed included:

1. Crossway Place/Scotch Plains Avenue & South Avenue
2. Broad Street & South Avenue
3. Route 28 & South Avenue
4. Summit Avenue & South Avenue
5. South Avenue & Boulevard
6. South Avenue & Parking Lot #3 East driveway
7. Ross Place & Central Avenue & South Avenue
8. Crossway Place/Edgewood Avenue & North Avenue
9. North Avenue & Clark Street
10. Clark Street & Ferris Place
11. Route 28/Broad Street & North Avenue
12. North Avenue & Elm Street
13. Central Avenue & North Avenue
14. Prospect Street & Broad Street
15. Elm Street & Broad Street
16. Central Avenue & Broad Street
17. Broad Street & Mountain Avenue
18. South Zone Exit at South Avenue
19. Lord & Taylor Sub-Zone Western Driveway at North Avenue
20. Lord & Taylor Sub-Zone Eastern Driveway at North Avenue
21. Clark Street Sub-Zone Driveway at North Avenue
22. North Avenue North Driveway at Clark Street
23. Public Area North Driveway at North Avenue

The PTIS was based on the following build-out assumptions:

- West Zone:
  - Retail: 13,300 SF
  - Residential: 188 dwelling units
  - Office: 40,000 SF
  - Medical Office: 60,000 SF
- North Zone:
  - Retail: 2,100 SF
  - Residential: 35 dwelling units
- South Zone
  - Retail: 12,000 SF
  - Office: 210,000 SF

Map 11: Locations of above intersections depicted on a map of the Redevelopment Area and vicinity

Section 6.2. Intersection Improvements

Based on the findings of the PTIS, without implementing mitigative measures, some intersections within the Traffic Study Area may be negatively impacted as a result of the development.

Consequently, the following measures should be implemented in conjunction with implementation of the development contemplated in this Redevelopment Plan, subject to approval by the appropriate agencies. Where modifications to the proposed improvements below are required, these shall not be considered deviations from the Redevelopment Plan. These improvements are intended to balance the needs of automobiles, pedestrians, and cyclists. Conceptual diagrams associated with these, or other relevant improvements, should be included within the Redevelopment Agreement.

- Intersection #1: Crossway Place/Scotch Plains Avenue & South Avenue
    - Modify signal timings.
- Intersection #3: Route 28 & South Avenue
    - Evaluate improvements to the circulation patterns of the existing Westfield Circle in consultation with state, local, or other reviewing agencies and implement if deemed necessary.
    - Create an expanded multi-use trail along Route 28 of roughly 14'.
    - Evaluate the need for additional pedestrian friendly lighting beneath the overpass and implement as needed.
    - Create connections from the multi-use trail to existing trails to the train station and future bicycle/pedestrian infrastructure along North Avenue and South Avenue.
    - Provide signing, marking, and intersection control at the connection to the multi-use trail.
    - Evaluate the need for crash protection at railroad bridge columns and implement as needed.
- Intersection #4: Summit Avenue & South Avenue
    - Modify signal phase for an exclusive eastbound left-turn phase, convert the eastbound approach to consist of an exclusive eastbound left-turn lane and shared eastbound through/right-turn lane, install an exclusive westbound left-turn lane, and remove the northbound and southbound split phase operation.
    - Road diet along South Avenue from Westfield Avenue to Central Avenue, which would reduce the number of westbound lanes from two (2) to one (1).
    - Implement a leading pedestrian interval.
    - Install a bike box on Summit Avenue.

- Intersection #5: South Avenue & Boulevard
    - Reduce westbound travel lanes to one to allow for on-street parking and a curb bumpout where rectangular rapid flashing beacons ("RRFBs") will be installed.
    - Design intersection to integrate with potential Boulevard bike lane.
- Intersection #6: South Avenue & Easternmost driveway of South Zone
    - Install a new traffic signal with leading pedestrian interval phasing, which may include signal coordination with Intersection ID #4. South Avenue & Summit Avenue and Intersection ID #7 Ross Place & Central Avenue & South Avenue.
    - As part of the road diet, reduce the westbound through travel lanes from two to one, with the outside most travel lane used as a right-turn lane into the site.
- Intersection #7: Ross Place & Central Avenue & South Avenue
    - Maintain existing lane geometry and modify signal timings while restricting the westbound right-turn on red movement.
    - Modify signal timings.
    - Add improved high-visibility crosswalks.
    - Construct curb extensions at the corner of South Avenue & Ross Place.
    - Adjust the pedestrian signal phasing so pedestrians cross Ross Place when South Avenue has a green light.
- Intersection #8: Crossway Place/Edgewood Avenue & North Avenue:
    - Modify signal timings.
- Intersection #9: North Avenue & Clark Street
    - Construct curb extensions on the north side of North Avenue at the intersection with Clark Street.
    - Install crosswalks on all legs of intersection.
    - Install a new traffic signal.
    - Include signal coordination with Intersection ID #11 Route 28/Broad Street & North Avenue.
    - Prohibit the westbound right-turn on red movement.
    - Implement a leading pedestrian interval.
- Intersection #11: Route 28/Broad Street & North Avenue
    - Traffic calming at the existing eastbound slip lane such as:
        - Stripe the shoulders along the eastbound right-turn lane, slip ramp to narrow down the travel lane.
        - Use high visibility crosswalk markings.
        - Provide pedestrian crossing warning signs on both side of the slip ramp. Rectangular Rapid Flashing Beacons (RRFBs) could be provided to further enhance safety at the crossings.
        - Declutter and/or relocate existing signs as much as possible. For example, the yield sign at the southern end could be relocated further south such that it is placed adjacent to the yield markings.

    - Evaluate options for improving sidewalk corridor along North Avenue in front of the WW1 Memorial Statue. Options may include setting back the sidewalk to provide a buffer between vehicles and pedestrians on North Avenue in front of the World War I memorial.
    - Modify signal timings.
    - Install a no right turn for trucks sign at the northeast corner for westbound right-turn truck movements.
- Intersection #12: North Avenue & Elm Street
    - Maintain existing intersection lane geometry, however, convert to a typical four-legged intersection.
    - Modify signal timings.
    - Upgrade pedestrian crosswalk signals as part of traffic signal redesign and implement a leading pedestrian interval.
- Intersection #13: Central Avenue & North Avenue
    - Maintain existing intersection lane geometry.
    - Modify signal timings.
    - Add improved high-visibility crosswalks.
    - Add ADA curb ramps and pedestrian signals.
- Intersection #14: Prospect Street & Broad Street
    - Install a new traffic signal.
    - Construct curb extensions on the east leg of the intersection (Prospect Street).
- Intersection #16: Central Avenue & Broad Street
    - Install a flashing yellow arrow ("FYA") for westbound left-turn movements (Broad Street to Central Avenue).
- Intersection #17: Broad Street & Mountain Avenue
    - Install a flashing yellow arrow ("FYA") for eastbound left-turn movements (Broad Street to Central Avenue).
    - Restripe pavement markings in the westbound direction to delineate two westbound lanes.
- Intersection #23: Public Area North Driveway at North Avenue
    - New driveway for only right-turn in/right-turn out movements.

Additionally, coordination may be required between signals along East Broad Street, North Avenue between Clark Street and Central Avenue, and South Avenue between Westfield Avenue and Central Avenue where feasible and in coordination with Union County and NJDOT.

Section 6.3. Traffic Impact Study Requirement

To confirm the findings of the PTIS and account for any change in conditions or potential development program, as a component of any Redevelopment Agreement executed under this Redevelopment Plan, the Redeveloper shall prepare and submit a final TIS for review by the Town as outlined in Section 8.4. The TIS will:

1. Conform with local and industry standard including the Institute of Traffic Engineers (ITE), Town of Westfield, Union County, and New Jersey Department of Transportation (NJDOT), as appropriate.
2. Analyze the intersections listed above, along with any additional intersections required by the Town, as outlined by the Redevelopment Agreement.
3. Incorporate data utilized in the preparation of the Town of Westfield's Unified Land Use and Circulation element ("ULUC"), subject to the review and approval of the Town's traffic engineer
4. Identify mitigative measures for any intersection where negative impacts are identified either herein or in any future TIS. Where applicable, the TIS shall include conceptual drawings of mitigative measures as well as cost estimates. Final allocation of responsibility for mitigative measures shall be outlined in the Redevelopment Agreement.
5. Include an existing conditions assessment of off-site features within the Traffic Study Area including, but not limited to:
    - Traffic control devices
    - Pedestrian crossings and sidewalks
    - Geometries of existing and proposed rights-of-way
    - Off-and-on street loading areas
    - Bicycle infrastructure
6. Include a traffic signal warrant analysis for review by the Town for proposed traffic signals at intersections where new signals are proposed.
7. For projects creating buildings with more than 50,000 SF GFA of combined Office or Medical Office, a Transportation Demand Management (TDM) plan shall be prepared and submitted to the Town. The TDM plan shall be implemented with first occupancy of the development by redeveloper and tenants with a target goal for non-auto mode share of at least 25% under all future conditions. The parameters of the TDM plan shall be outlined in the Redevelopment Agreement.

Section 6.4. Other Pedestrian and Bicycle Circulation Improvements

Making downtown Westfield a safe place for residents and visitors to walk, bike, and use other forms of non-motorized transportation is an essential outcome of this Plan. To that end, the following improvements are envisioned in connection with this Plan.

- Implementation of one-way bike lanes along Summit Avenue and Boulevard while retaining parking on both sides of each street.
- Implementation of a road diet on the portion of South Avenue adjacent to the Redevelopment Plan Area.
- Direct connections between the North Zone Square/South Zone Green and adjacent pathway network.
- Creation of a covered pedestrian walkway between the public parking structure in the North Zone and the Train Station.

- Safer and more accessible pedestrian crossings throughout the Redevelopment Plan Area, including a new potential elevated pedestrian crossing across Route 28.
- Pedestrian improvements to Quimby Street.
- Additional bike connectivity, including a potential expanded multi-use path along North Avenue in front of the Lord & Taylor Sub-Zone.

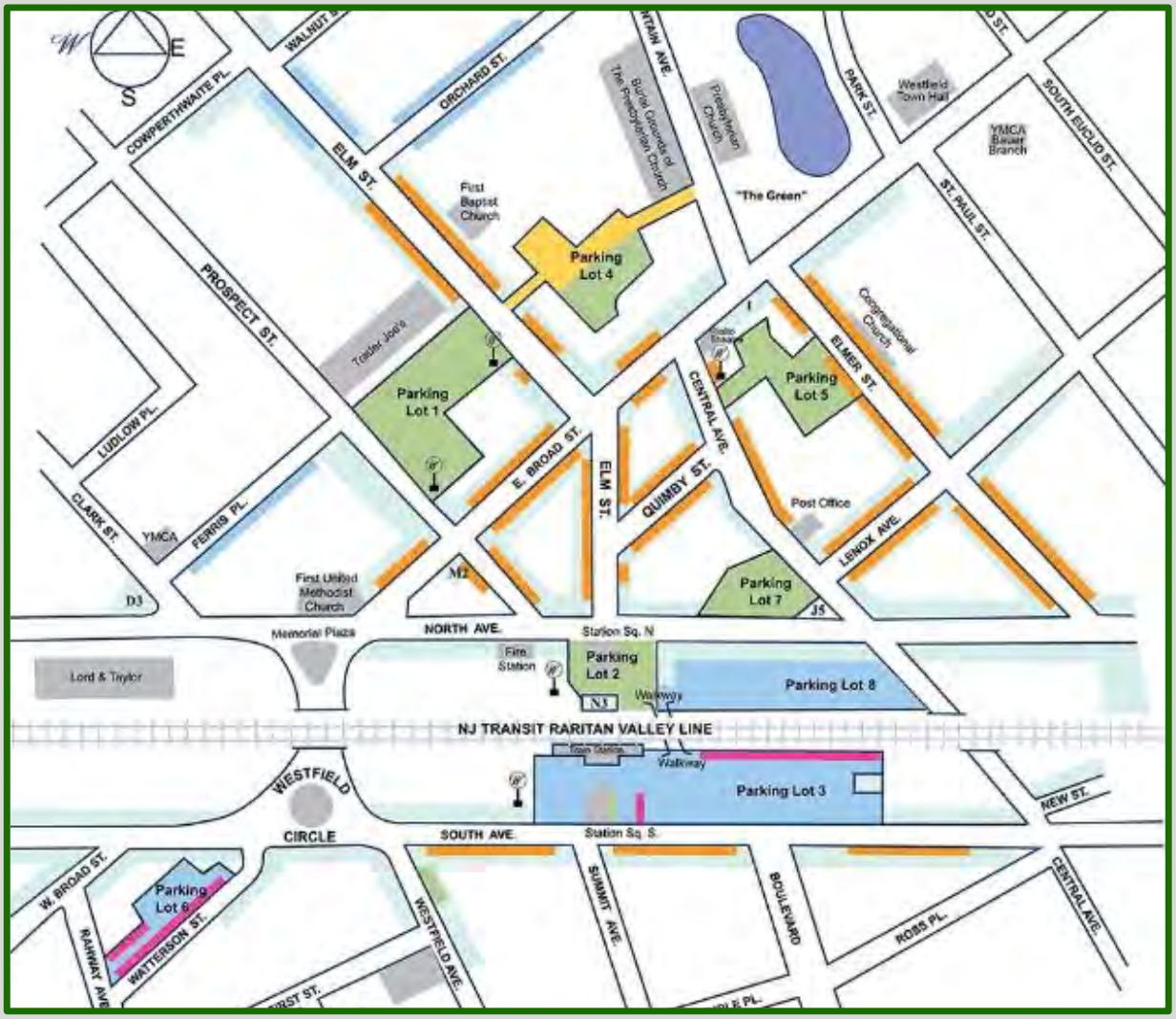
The final responsibility and conceptual design for implementing these, or similar improvements, shall be outlined in the terms of any Redevelopment Agreement as applicable.

Chapter 7. Public Parking

Section 7.1. Existing Public Parking

While the provisions of this Plan aim to promote an environment where downtown Westfield is more accessible via multiple modes of transit, parking that is currently provided within the North and South Zones of the Redevelopment Plan Area remains an important resource for commuters, patrons of downtown businesses, and others. Consequently, appropriate replacement of public parking impacted by implementation of this Redevelopment Plan is a critical component to its success.

Three public parking lots will be affected via implementation of this Redevelopment Plan: Parking Lot 2, Parking Lot 3, and Parking Lot 8. These lots are shown on the map below.



Map 12: Map of parking in downtown Westfield

Collectively, these lots provide roughly 801 public parking spaces. The allocation of these parking spaces by lot is reflected in the table below.

	Total Parking Spaces
Lot 2	71
Lot 3	549
Lot 8	181
Total	801

Section 7.2. Replacement Public Parking

Through implementation of this Redevelopment Plan, it is anticipated that new parking facilities will be created to help replace existing public parking. The locations of the envisioned parking facilities, and the estimated number of spaces they may create, are identified below:

Map 13: New parking facilities envisioned to be created through the implementation of this Plan

Map ID	Redevelopment Plan Zone	Facility Description	Parking Type	Estimated Parking Spaces
1	Public Area North	North Zone Parking Structure	Parking Structure	320
2	Public Area South	South Zone Parking Structure	Parking Structure	208
3	Public Area North	North Zone Surface Parking	Surface Parking	68
4	Public Area North	North Zone Square Parking	Surface Parking	7
5	Public Area South	South Zone Surface Parking	Surface Parking	93

These public parking facilities within the Redevelopment Plan Area will be supplemented by at least two additional sources of public parking.

First, as stated in Section 3.6.A, the Shared Parking Report submitted by a Redeveloper "shall include a component noting the number of privately held spaces that can be made publicly available during off-peak periods." These spaces are anticipated to provide additional inventory for public use during nights and weekends.

Second, the Town of Westfield identified additional opportunities to replace affected public parking because of this Redevelopment Plan. These opportunities are described in the THA Consulting's report *Westfield Public Parking Plan*, as updated through January 2023 and as may be amended from time to time. They include the creation of a TNC subsidy program and modifications to parking restrictions at other public lots. While these additional interventions are beyond the regulatory scope of this Redevelopment Plan, they are noted herein to reflect the municipality's commitment to ensuring that implementation of this Plan does not have a materially negative impact on public parking supply in downtown Westfield. These, and similar, strategies should be utilized to fill any difference between the public parking existing within the Redevelopment Plan Area at the time of plan adoption, and the new public parking facilities described above.

Finally, it must be noted that the public parking envisioned in this Plan may be created by the Town of Westfield. To the extent that the Town or any other public entity is responsible for the design and/or construction of these improvements and can be appropriately deemed exempt from the restrictions of the Land Use Ordinance of the Town of Westfield, the standards included in this Plan will be non-binding but shall be considered as recommendations for consideration during the design process.

Chapter 8. Administration

Section 8.1. Applicability

The standards and procedures contained within Chapter 8, Administration, shall apply to all projects in the Redevelopment Plan Area. As noted, the Redevelopment Plan Area includes properties designated as areas in need of rehabilitation and areas in need of redevelopment. Where the term "redevelopment" is used throughout this document, it is intended to apply to both such areas.

Section 8.2. Computations

Rounding: Where cumulative requirements or limitations are to be computed for purposes of this Plan, fractions shall be carried forward in the summation, and the total rounded to the nearest whole number. All affordable housing fractions shall be rounded up.

Section 8.3. Other Actions by the Town in Furtherance of the Plan

Other actions may be taken by the Town to further the goals of the Plan. These actions may include, but shall not be limited to, provisions for public infrastructure necessary to service new development and vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment. Unless otherwise agreed to by the designated Redeveloper and the Town as part of a Redevelopment Agreement, the costs for such actions shall be apportioned in accordance with N.J.S.A. 40:55D-42.

Section 8.4. Town Designation – Redevelopment Agreement

8.4.A. Usage of the word "developer" or "Redeveloper"

Anytime the word "developer" is utilized in this Redevelopment Plan, the same shall mean the Redeveloper or Redeveloper(s) that may be designated by the Town in accordance with a developer designation or Redeveloper Agreement to be executed between the Town and applicable entities.

8.4.B. Approval Process

Project approval under this Redevelopment Plan shall involve two steps. First, a Redevelopment Agreement will be entered into between the Town and the Redeveloper. Second, the Redeveloper will make an application to the Planning Board. The Town Council will control the timeline for implementation of this Redevelopment Plan and is willing to utilize all powers authorized under the Local Redevelopment and Housing Law to advance the project.

The approval sequence is further detailed below.

Redevelopment Agreement

Prior to application to the Planning Board for Site Plan and Subdivision review, the Town Council shall pass a resolution in a public session authorizing a Redevelopment Agreement between the Town and Redeveloper. Only Redevelopers with an executed Redevelopment Agreement with the Town shall have standing to submit an application to the Planning Board. The following items may be included as attachments to any Redevelopment Agreement as required by Town Council:

- Conceptual architectural renderings
- Conceptual design package showing proposed private development and public improvements including precedent imagery, potential building materials, conceptual landscape plans, conceptual streetscape improvements, and other related architectural information
- Conceptual plans showing allocation of space and massing
- Draft contracts for the implementation of public improvements
- Draft easements, license agreements, or other instruments memorializing property rights
- Parking Study/Shared Parking Report
- Redevelopment timeline
- Survey of existing property detailing location of existing structures, setbacks from property lines.
- Description of sustainable design strategies and materials, which may be in the form of the Town's Green Development Checklist
- Traffic Impact Study ("TIS") conforming to standards contained herein
- Other items as required by the Town Council

The requirement for a Redevelopment Agreement prior to submitting a Site Plan Application to the Planning Board shall not apply to the Overlay Properties.

Site Plan and Subdivision Review

Prior to commencement of construction, site plans for the construction of improvements within the Redevelopment Plan Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et. seq.) and consistent with the applicable attachments to the Redevelopment Agreement, shall be submitted by the applicants for review and approval by the Planning Board of the Town of Westfield. If there is a material change to the attachments to the Redevelopment Agreement, such material changes must be approved by the Council as a prerequisite to site plan approval.

Once a complete application is submitted to the Planning Board, the applicant shall request a meeting with the Subdivision and Site Plan Committee of the Planning Board which, pursuant to Subsection 3.04 of the Land Use Ordinance may review, report, and make recommendations to the full Board regarding subdivision and site plan applications pending before the Board. The

Subdivision and Site Plan Committee of the Planning Board shall meet at a duly noticed public meeting. After the applicant meets with the Subdivision and Site Plan Committee of the Planning Board, the application shall be scheduled for a public hearing before the full Planning Board. Notwithstanding the above, the time in which the Planning Board must act on any subdivision or site plan application will toll from the date the application is deemed complete.

Any subdivision of lots and parcels of land within the Redevelopment Plan Area shall be in accordance with the requirements of this Redevelopment Plan or otherwise established in the subdivision ordinance of the Town of Westfield. In the case of subdivisions within Zones or Sub-Zones, there shall be no minimum lot area, depth, width, yard, or any other bulk requirements for the individual subdivided lots, provided that the project as a whole complies with the requirements of the corresponding Zone or Sub-Zone of the Redevelopment Plan. In addition, any structure creating the possibility of diverse ownership shall be governed by a management plan. Without limiting the generality of the foregoing, a lot may be created without frontage on a public street provided such lot has appropriate access to a public street and the right to such access is established by an easement recorded in the Union County Clerk's office or otherwise as provided by law.

Any application made to the Planning Board in furtherance of this Redevelopment Plan shall follow the procedures of the Historic Designation and Preservation Ordinance of the Town of Westfield, including referral of an application for development made to the Planning Board to the Historic Preservation Commission, in accordance with its advisory powers set forth in Section 4.F.8 of Ordinance 2183. As it pertains to the historic kiosk designated as a historic landmark by the Town in 2022 via Ordinance 2022-09, the Historic Preservation Commission's Certificate of Appropriateness review authority shall be limited to rehabilitation and restoration of the existing structure. The Town of Westfield Historic Preservation Commission shall have no approval authority for activities under the jurisdiction of the Planning Board.

Excepting de minimis field changes to an approved site plan approved by the Town Planner, Town Engineer, and Construction Code Official, 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 shall be submitted as part of a site plan application if applicable:

- Copy of applications or conceptual designs that have been or will be submitted to NJDOT, Union County, and any other applicable local, state, or federal agencies, as required.
- Materials board showing proposed building materials.

Review of Submissions Associated with this Plan
Implementation of this Plan may require submissions by a Redeveloper after the execution of the Redevelopment Agreement. These submission requirements are outlined throughout the Plan and include, but are not limited to, submissions for any Governmental Approval, the Office Report, the Transportation Demand Management Plan, and the Post-Occupancy Report. Any such submissions shall be provided to the Town for review and approval by a Review Committee. The members of the Committee and the procedure for approval shall be outlined in the Redevelopment Agreement.

Section 8.5. Local Permits + Approvals by Other Agencies

Redeveloper shall be required to obtain a Zoning approval upon demonstration of compliance with all conditions contained in any resolution of approval from the Planning Board. The compliance process shall include review and approval of plans by the Board Chair, Secretary, Planner, and Engineer. Redeveloper shall be required to provide, prior to issuance of a zoning approval, copies of all approvals necessary to implement any public improvements required as part of the applicable approval. Only upon issuance of a zoning approval shall the Town Construction Code Official issue Building Permits or similar approvals to allow construction to commence.

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

Section 8.6. Deviations

The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan where, by reason for exceptional narrowness, shallowness, or shape of a specific piece of property, or by reason of exceptional topographic conditions, preexisting structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective, or regulation adopted pursuant to this Redevelopment Plan would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Redevelopment Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of this Redevelopment Plan.

Notwithstanding the above, any changes to the uses permitted in this Redevelopment Area, or any other deviation requiring a “d” variance shall be permitted only by means of an amendment of the Redevelopment Plan by the Town of Westfield Council.

Section 8.7. 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.

Section 8.8. 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 to be detrimental to the public health, safety or general welfare.

Section 8.9. Non-Discrimination Provisions

No covenant, lease, conveyance, restriction of occupancy or use, or other instrument shall be effected or executed by the Town of Westfield or by a developer or any of his successors or assignees, whereby land within the Redevelopment Plan Areas restricted by the Town of Westfield, or the developer, upon the basis of race or color; religion or creed; national origin, nationality, or ancestry; sex, pregnancy, or breastfeeding; sexual orientation; gender identity or expression; disability; marital status or domestic partnership/civil union status; liability for military service; or familial status and source of lawful income used for rental or mortgage payments (in housing). Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments.

Section 8.10. Redevelopment Actions

The Town of Westfield shall have such powers and duties as set forth in the LRHL and as may be conferred by this Redevelopment Plan, including, but not limited to, the authority to relocate residents and businesses, to designate Redevelopers, establish clear terms and conditions for redevelopment through the negotiation, execution, and administration of redevelopment agreements, and to do such other things as permitted by law.

Section 8.11. Relocation Requirements

The Redeveloper will comply with any applicable New Jersey law or regulation applicable to relocation of tenants within the Redevelopment Plan Area. No housing units, temporary or permanent, shall need relocation under this Redevelopment Plan.

Section 8.12. Escrows

The Redevelopment Agreement shall provide that the Redeveloper shall be responsible to post sufficient escrows to cover the reasonable costs of the Town and the professional consultants retained by the Town to negotiate the Redevelopment Agreement, any other agreements associated with the project, undertake any studies in connection with the project, review the

proposed project and advise the Town on any and all aspects of the redevelopment process and as otherwise set forth in the Redevelopment Agreement.

Section 8.13. Infrastructure

In accordance with N.J.S.A. 40:55D-42 or as may otherwise be required by the Town and agreed to by the Redeveloper in the Redevelopment Agreement, the Redeveloper shall, at Redeveloper's cost and expense, provide all necessary engineering studies and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with traffic control measures, water service, sanitary sewer service, stormwater management, and flood mitigation measures to the project, in addition to all required tie-in or connection fees. In accordance with N.J.S.A. 40:55D-42 or as may otherwise be required by the Town and agreed to by the Redeveloper in the Redevelopment Agreement, the Redeveloper shall, at Redeveloper's cost and expense, also be responsible for providing all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on and off-site traffic controls and road improvements for the project or required due to the impacts of the project. The Redeveloper shall be required to receive all necessary approvals for infrastructure, including at the County and State level as applicable.

Section 8.14. Procedures for Amending the Plan

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law and a request for same may be submitted to the Westfield Town Council. The Town of Westfield reserves the right to amend this plan. The Redeveloper shall remit a $10,000 escrow for professional fees if it requests a Plan amendment, while the Town shall bear its own professional fees if the Plan amendment request originates from the Town or an agency of the Town. The Town, 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.

Section 8.15. Redevelopment Plan Duration

The provisions of this Redevelopment Plan specifying the redevelopment of the Redevelopment Plan 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 Westfield Town Council.

Section 8.16. Certificates of Completion

Upon completion of a project, the developer shall submit for a Certificate of Completion. Concurrently, a zoning ordinance amendment shall be submitted to the Westfield Town Council requesting that the zoning for the subject parcel(s) be incorporated into the Town Code to ensure that the standards remain applicable. Implementation of this Redevelopment Plan may include several projects and Certificates of Completion. The specific nature of each project shall be subject to the terms of a Redevelopment Agreement.

Section 8.17. Land Use Map Amendments

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

Section 8.18. Additional Superseding Provisions

This Redevelopment Plan includes a mixture of superseding and overlay zones. For superseding zones, the standards contained within this Redevelopment Plan shall supersede any conflicting standards contained within the Land Use Ordinance of the Town of Westfield or other applicable Town of Westfield codes or ordinances, including the Scattered Site Redevelopment Plan.

Section 8.19. 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 Land Use Ordinance of the Town of Westfield.

Section 8.20. Other Applicable Design and Performance Standards

Design or performance standards not addressed within this Redevelopment Plan shall rely on the applicable design and performance standards set forth in the Land Use Ordinance of the Town of Westfield.

Section 8.21. Other Provisions

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 laid out various programs and strategies requiring implementation to carry out the objectives set forth herein.

This Redevelopment Plan lays out the proposed land uses and building requirements for the Redevelopment Plan Area.

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 redevelopment of an area depicted in such diagrams, images, or other graphic representations, provided that such development is in conformance with the written standards and regulations contained herein.

Final adoption of this Plan by the Town Council of the Town of Westfield shall be considered an amendment of the Town Zoning Map.

Section 8.22. Other Actions

In carrying out this Redevelopment Plan, the Town of Westfield and any designated Redeveloper(s) may be required to undertake a variety of actions. These may include, but will not be limited to, anything permitted under the LRHL.

Section 8.23. Public Improvement Approvals

It is recognized that the public improvement requirements within this plan may require approval of third-party organizations. Construction of improvements shall not commence until all required approvals are received from third party agencies.

Chapter 9. Relationship to Other Plans

Section 9.1. Local Plans

As per Local Redevelopment and Housing Law [N.J.S.A. 40A: 12A-7.d], "provisions of the redevelopment plan shall be consistent with the municipal master plan, or designed to effectuate the master plan." The purpose of this section is to review the consistency of this Redevelopment Plan with the municipal master plan and relevant documents.

9.1.A. Unified Land Use and Circulation Element

Goals, Objectives, and Vision

This Redevelopment Plan is consistent with and designed to effectuate the Town's Master Plan: the Unified Land Use and Circulation Element ("ULUC"). Adopted in June 2021, the ULUC was the product of an extensive process to assess Westfield's needs and the interplay between the developmental patterns and circulation. The ULUC built off work previously conducted as part of the 2019 Master Plan Reexamination.

The ULUC included a vision for downtown Westfield. This vision stated:

> *"Downtown Westfield serves as the heartbeat of the community's commercial and social activities. It continues to be envisioned as a pedestrian-oriented and mixed-use center; it will offer a variety of housing choices, retail environments, and traditional and non-traditional office employment opportunities. New development will preserve and celebrate the Town's history and architecture and provide housing and destinations for shopping and services, all within an environment of tree-lined streets, pedestrian parks, and plazas. Westfield cherishes its heritage, while taking full advantage of new technologies and innovations. A visually enhanced streetscape with wide sidewalks, pedestrian and bike facilities will provide safe connectivity throughout downtown, on North and South Avenue, and provide linkages to its neighborhoods."*

This Plan is designed to effectuate this vision. It promotes pedestrian activity, new retail and office opportunities, and increased housing choice. It includes design standards to promote quality architecture, mandates plazas and parks, and emphasizes an enhanced streetscape. In doing so, it is consistent with the vision set forth for Westfield as an inclusive community with a small-town feel that encourages quality and sustainable development, a diverse housing stock to complement single-family neighborhoods, alternative forms of transportation, and a walkable, mixed-use downtown.

The ULUC includes twelve guiding principles. This Plan is generally consistent with and promotes these principles. These principles, and their relation to this Plan, are included below:

1. As we grow, we will strive to preserve the attributes of our unique, hometown character and community identity, the beauty of our natural environment, and the strengths of our neighborhoods, while lessening the adverse effects of growth.
    - *This Plan includes measures to mitigate adverse effects of growth. These measures include traffic and circulation improvements, stormwater management standards, sustainable design requirements, and open space requirements. Where development is proposed adjacent to residential properties, the Plan includes significant buffer requirements.*
2. We will retain the best qualities of a small town and respect its heritage, while embracing the opportunities that new technologies, programs, and concepts in urban design provide.
    - *This Plan features thoughtful urban design standards that include setbacks, streetscape design standards, building design standards, and stepbacks of upper building floors to help integrate development with the fabric of downtown Westfield.*
3. We value open space and parks as an integral part of our community's hometown feel and will take advantage of opportunities for its enhancement and expansion.
    - *This Plan calls for the creation of new public spaces, taking advantage of the opportunity to develop new open spaces as part of the redevelopment process.*
4. We will maintain and enhance the historic and human orientation of our Downtown as the center of our community.
    - *The Plan reinforces the status of Downtown as the center of Westfield. It seeks to maintain the historic and human orientation of Downtown as the community center by creating new public spaces, concentrating development in and around the core, and promoting multimodal accessibility.*
5. We will continue to support vibrant concentrations of retail, office, service, residential and recreational activity in Downtown.
    - *This Plan promotes the development of a vibrant concentration of office, retail, service, residential, and recreational uses in and around Downtown.*
6. We will maintain a strong and diverse economy and provide a business climate that retains and attracts locally owned companies, as well as internationally recognized corporations.
    - *This Plan helps to create opportunities to attract and support small businesses in the Downtown. The new office uses permitted under this Plan promote a business climate that is supportive of both local and international firms.*
7. We will promote citizens and institutions that value cultural diversity and seek ways to promote involvement from all cultural groups.
    - *This Plan was adopted following a public process and input from a variety of stakeholders. It builds on the findings of the ULUC and Reexamination, which were both publicly adopted. The planning process yielded inclusive development standards that can accommodate a diverse set of end users and include opportunities for diverse cultural elements.*

8. We realize that architectural and land use design is fundamental to our identity. As Westfield progresses into the future, special attention will be given to promoting high quality residential and commercial development that reflects aesthetic excellence.
    - *This Plan includes extensive design standards to ensure the inclusion of aesthetically pleasing architecture, the use of quality materials, and landscaping and urban design features. These standards are intended to promote aesthetic excellence.*
9. We will commit to sustainable practices that promote social equity, environmental health and economic prosperity.
    - *This Plan includes requirements for a variety of sustainable building and design strategies. In promoting the redevelopment of surface parking to more active land uses, it creates a more sustainable and prosperous land use pattern. It requires affordable housing to promote equity.*
10. We will preserve our single-family neighborhoods while providing housing choices that will allow people to age in place.
    - *This Plan includes no development in single-family neighborhoods but also provides new housing choices, including age-restricted housing.*
11. The long-term economic well-being of the Town is fundamental to its future. Therefore, we will encourage a variety of employment opportunities, and promote unique local businesses.
    - *This Plan includes opportunities for new office and retail uses that will encourage new employment opportunities. The new workers and visitors brought to Town through implementation of this plan will support local businesses.*
12. We will promote a Multi Modal Transportation Network (roadways, bikeways, walkways, and public transportation) that are safe, accessible, and emphasize local and regional connections while considering neighborhood impacts.
    - *This Plan emphasizes improved streetscapes for pedestrians, improved access to transit, and numerous bike improvements. It also creates new public spaces around the Train Station that will allow for greater connectivity with bike and pedestrian networks. In doing so, it promotes a multi-modal network.*

*Community Form Pl*an

The ULUC includes a Community Form Plan that envisioned the form for areas in and around the downtown. This Community Form Plan includes the Redevelopment Plan Area and recommendations for each of the Zones governed by this plan. This Redevelopment Plan, in seeking to advance the goals and objectives of the ULUC, is consistent with the recommendations for each sub-area in which Redevelopment Properties are included. These recommendations, elaborated upon below, include streetscape improvements, public spaces, varied land uses, and a focus on pedestrian scale.

<u>West Zone</u>

The West Zone is referred to in the Community Form Plan as the "Lord and Taylor" sub-area. The Master Plan content focuses on the benefits of redeveloping the Lord & Taylor parcel, including

the recommendation to change the lots from "an existing large, single use building that is reminiscent of auto dependent suburban development into a more pedestrian friendly development that will act as an extension of the downtown core area."

The Community Form Plan includes numerous recommendations and observations regarding the Lord & Taylor sub-area. These include:

- "The location and characteristic of the site presents the opportunity for the redevelopment site to have heights and number of habitable floors that exceed the rest of downtown Westfield."
- "Greater design guidelines are needed to ensure that development is consistent with the existing character of downtown Westfield."
- "Additional setbacks for upper floors may be needed."
- "The Town should work with the redeveloper to encourage architectural designs to help break up the massing of new buildings."
- "It may be appropriate for only office or residential uses."
- "Development should attempt to limit potential conflict with pedestrians, primarily along North Avenue."
- "It is not recommended to require public space in a redevelopment plan. There may be space accessible to residents of any new development, but it should not be viewed in the same way as public space located adjacent to the Town's train stations."
- "A public benefit…may include providing additional parking spaces so visitors to the downtown can park in this area and walk to the main retail areas of downtown Westfield."

The provisions in this Redevelopment Plan are generally consistent with and designed to effectuate these recommendations.

From an urban design perspective, the Plan permits heights and number of habitable floors in the Lord & Taylor Sub-Zone that could exceed much of downtown Westfield, but also includes design guidelines to shape the character of design and requires stepbacks for upper floors. It requires multiple principal structures and building articulation to break up the massing of new buildings, and mandates ground floor treatments that are intended to create an active and vibrant pedestrian environment. It limits larger structures to the Lord & Taylor Sub-Zone, where the parcel footprint is more conducive to the recommendations for greater height. On the North Avenue North and Clark Street Sub-Zones, where stepbacks or building articulation of larger structures would be more challenging and potentially less effective, development is more restrictive.

From a use perspective, the Plan primarily permits office and residential uses, with a maximum amount of retail and/or restaurant space. Additionally, the Plan requires a minimum amount of office space in order to ensure that office uses are introduced. The maximum amount of retail and/or restaurant space will result in significantly less retail than previously existed and ensure

that these spaces complement, rather than compete with, retail and restaurant businesses in the downtown core.

From a public benefit perspective, this Redevelopment Plan does not envision large scale public spaces, as outlined in the Master Plan. While two smaller public spaces are required in the North Avenue North and Clark Street Sub-Zones, these are intended as neighborhood amenities, not the central gathering spaces that are proposed in the area adjacent to the Town's train stations. Because of the shared parking provisions and the post-occupancy report permitted in this Plan, parking in the Zone could help support downtown needs as envisioned in the Master Plan. Finally, the Redevelopment Plan includes careful consideration for the pedestrian experience along North Avenue, as outlined in the Master Plan. This includes minimum sidewalk widths and design standards that promote lush landscaping and thoughtful hardscaping to enhance the pedestrian experience.

Additional sections of the ULUC, such as the Roadway, Streetscape and Public Realm Design Guidelines section were consulted in the drafting of the provisions in this Plan to ensure that additional recommendations specific to the West Zone properties were incorporated.

North Zone

The North Zone is located within the area identified in the Town's Community Form Plan as the Downtown Core. The Downtown Core is identified in the ULUC as the "most walkable area of downtown Westfield." In order to maintain this spirit in the heart of Westfield, this Plan seeks to build upon this walkability and create a gateway to the Town.

The ULUC includes numerous recommendations for redevelopment projects within the Downtown Core, including the lot which comprises the North Zone. The Redevelopment Plan is generally consistent with and designed to effectuate these recommendations. They include:

- "Appropriate land uses in this area would be mixed-use buildings that have ground floor retail and upper floor residential…"
- "The Town should explore the potential to create a public plaza on the north side of the Westfield train station…this public plaza would also help to better connect the train station to the retail areas and give transit users enhanced public space as they attempt to cross North Avenue."
- "The location of the redevelopment along the train line provides opportunity for development of the area to achieve higher heights and floors from the rest of the downtown provided that design guidelines help to mitigate potential adverse impacts."
- "It is important for parking to be shielded by liner buildings along the ground floor and to provide ingresses and egresses that minimize potential conflicts with pedestrians."
- "Streetscape improvements that accompany any new development in the core is critical."

Redevelopment of the North Zone area, as outlined within this Plan, is consistent with and designed to effectuate the Master Plan vision, including the intent for redevelopment to "help to create a better connection between the shops and restaurants and the train station while filling

in the existing gaps in land uses." This gap is addressed through the intended development of a new mixed-use residential building on the eastern side of the North Zone, as well as with the inclusion of a substantial public space element.

As recommended in the ULUC, the envisioned private development in the North Zone is a mixed-use building with ground floor retail and upper floor residential. While the maximum height in the North Zone does not exceed the 55' for the balance of the CBD recommended elsewhere in the ULUC, thoughtful design standards are included and a stepback at the upper floor of the mixed-use building is required. The layout of the Zone, with the envisioned parking structure behind the mixed-use building, will create a liner building consistent with the vision of the ULUC. Where portions of the parking structure are exposed, design standards are included to ensure a quality aesthetic.

As recommended in the ULUC, a public plaza is required. This public space, known within this Plan as the North Zone Town Square, will act as a welcoming transition between the train station and Westfield's base of existing small businesses across North Avenue. It will function as a significant improvement to the existing parking lot, providing a protected green area of respite to commuters and patrons of stores downtown.

Finally, streetscape improvements are mandated in the North Zone in a manner consistent with the ULUC. These include the recommendations from the Roadway, Streetscape and Public Realm Design Guidelines section of the ULUC. In addition to providing an aesthetically pleasing and welcoming environment, the envisioned streetscape and the layout of the North Zone is also intended to minimize potential conflicts with pedestrians, as recommended in the ULUC.

<u>South Zone</u>

The South Zone is identified in the Community Form Plan as part of the South Avenue sub-area. The ULUC includes specific recommendations for redevelopment of the South Zone. The Redevelopment Plan is generally consistent with and designed to effectuate these recommendations. Recommendations include:

- "[The South Zone] could potentially see increased building heights and number of habitable stories that are larger than the rest of downtown Westfield because of its location immediately adjacent to the rail line."
- "Because of this potential, there should be design guidelines to ensure that any redevelopment of the site is appropriate with the character of downtown Westfield…for example, upper floors may be subject to greater setback requirements than lower floors.
- "The Town may wish to break up larger redevelopments…into several smaller buildings."
- "Parking areas should be screened by either liner buildings that have active ground floor uses or other landscaping that help shield the view from pedestrians."
- "Ingress and egress into the parking areas...should be constructed in a way that minimizes the potential for conflict with downtown pedestrians."

- "Any redevelopment of the South Avenue parking lot should include some kind of enhanced public space to tie the redevelopment to the train station and help improve connectivity between the north and south side of the train line."

The Redevelopment Plan allows for increased building heights and number of stories relative to most of downtown Westfield, as set forth in the ULUC. The Plan includes design guidelines, including requiring a stepback at the third floor, to maintain a street wall elevation similar to other portions of South Avenue. The Plan requires two principal structures to break up the scale of building mass. It requires screening of parking areas in the Office Zone, and mandates that the entrances to these parking areas are not on South Avenue to minimize potential conflict for pedestrians. Where a standalone parking structure is permitted, it is required to be appropriately designed or screened to fit into the surrounding context, and to have an active frontage along the street. The Plan includes two public spaces, the South Zone Green and Boulevard Extension, to enhance connectivity and provide new gathering areas. Finally, it incorporates the recommendations regarding streetscape included in the Roadway, Streetscape, and Public Realm Guidelines section of the ULUC. Through each of these elements, the Plan is consistent with and designed to effectuate the relevant recommendations of the Community Form Plan.

Community Form Plan: General Redevelopment Recommendations

In addition to the area-specific recommendations described above, the ULUC also includes general recommendations for redevelopment. This Plan is consistent with and designed to effectuate these recommendations, as outlined below:

- Explore the opportunity to create public spaces for residents and visitors.
    - *This Redevelopment Plan includes standards for the creation of several public spaces to be enjoyed by both residents and visitors.*
- Strategically deploy ground floor retail uses at appropriate locations.
    - *This Redevelopment Plan accounts for the strategic deployment of retail and restaurant uses on the ground floor of buildings to generate pedestrian activity at street level.*
- Take into consideration the recommendations made in THA Consulting's Parking Plan
    - *This Redevelopment Plan takes into account and is informed by THA Consulting's recommendations.*
- Encourage office uses as a part of the redevelopment in appropriate locations.
    - *This Redevelopment Plan permits the development of office uses in the South Zone and West Zone, appropriately located within walking distance to downtown Westfield and the train station.*
- The creation and implementation of a streetscape improvement plan that aligns with the Roadway, Streetscape and Public Realm Design Guidelines section.
    - *The Streetscape and Public Spaces sections of this Redevelopment Plan are informed by the Roadway, Streetscape, and Public Realm Design Guidelines section of the Community Form Plan.*
- Explore the use of architectural design guidelines and standards that mandate attractive architectural design for future development.

- *This Redevelopment Plan sets forth design standards that require the use of design practices, quality materials, and articulation to guide attractive future development.*

Implementation Matrix

The ULUC also included an implementation matrix summarizing many of the recommendations of the Master Plan. This Redevelopment Plan advances many of these recommendations including:

- Explore the possibility for greater heights and numbers of stories for redevelopment sites[9]
- Consider potential design guidelines for redevelopment projects along the rail line as discussed in Community Form Plan
- Utilize the arts and creative placemaking principles to complement new development in downtown Westfield
- Explore utilizing streetscape improvements that reflect the street typology for the specific redevelopment site as discussed in the Roadway, Streetscape and Public Realm Design Guidelines section
- Explore the opportunity to create public spaces as part of redevelopment efforts
- Encourage design standards that require building articulation to provide visual interest and discourage monotony.
- Explore the implementation of ground floor retail uses at appropriate redevelopment locations.
- Encourage office uses as a part of downtown redevelopment in appropriate locations.
- Investigate new bicycle/pedestrian connection between the Lord & Taylor site and Westfield Train Station
- Coordinate with Union County/NJDOT to implement safety-related improvements at the intersections of Central Ave with South Ave (CR610) and North Ave (NJ28)
- Conduct a detailed study of the area around the Westfield traffic circle to investigate feasible options for improving circulation and safety for all travel modes in this area
- Conduct further study of potential options for a road diet on South Ave (CR 610) between Central Ave (CR 613) and the traffic circle, including widening the northern sidewalk, adding parking, and/or adding bike facilities. Coordinate with Union County to implement the preferred section.
- Continue to ensure adequate amount of green spaces as well as tree and other vegetative cover.
- Adhere to most up-to-date building codes to ensure the highest quality of construction.

[9] This recommendation was in the context of a recommendation to increase the maximum building height in the CBD to 55 feet and 4 stories.

Other Provisions of the ULUC

In addition to consistency with the Community Form elements described above, the Redevelopment Plan is also designed to effectuate several other provisions of the Master Plan. These include:

- The Master Plan promotes walkability and bicycle infrastructure, and the Town's 2019 Bike Walk Westfield Plan further outlines recommendations for human-centric street and sidewalk design. This Redevelopment Plan is informed by and effectuates the recommendations set forth in these documents, prioritizing space for pedestrians to walk to and engage with new and existing businesses as well as creating opportunities for bicyclists to store their bicycles in a safe and accessible manner to fully take advantage of the Plan Area's access to alternative modes of transportation. It also sets forth several improvements to intersections and streets to enhance multimodal transportation, as envisioned by the Town's Bicycle and Pedestrian Plan.

- This Plan was informed by the parking recommendations set forth throughout the ULUC, including the recommended Downtown Parking Ratios. As noted, the Community Form Plan recommends that redevelopment projects "take into consideration the recommendations made in THA Consulting's Parking Plan." THA's recommended parking ratios were considered in preparation of this plan. THA's recommended ratios fall within the bounds of the minimum and maximum parking requirements for each use included in this Plan. The Plan also addresses numerous recommendations outlined in the Parking Plan Element of the 2019 Reexamination. Relevant parking provisions include the creation of modern parking structures with real-time parking availability systems, shared parking considerations, and thoughtful parking garage design that calls for effective screening of blank façades using landscaping, art treatment, and other techniques.

- This Redevelopment Plan is informed by the Storm Resiliency, Smart Growth, and Environmental Sustainability component of the Unified Land Use and Circulation Element. The Plan focuses on the implementation of several sustainability best practices, contains recommendations regarding green stormwater management infrastructure, mandates green building practices, and outlines patterns of development consistent with the following Smart Growth principles:
    - Mix Land Uses
    - Take Advantage of Compact Building Design
    - Create a Range of Housing Opportunities and Choices
    - Create Walkable Neighborhoods
    - Foster Distinctive, Attractive Communities with a Strong Sense of Place
    - Strengthen and Direct Development Towards Existing Communities
    - Provide a Variety of Transportation Choices
    - Make Development Decisions Predictable, Fair and Cost Effective
    - Encourage Community and Stakeholder Collaboration in Development Decisions

- The Master Plan references the adoption of Westfield's Sustainable Land Use Pledge (Resolution #127- 2020). Therein, the Town pledged to create transportation choices, allow for a mix of land uses, foster a diverse mix of housing, and incorporate principles of green design. This Redevelopment Plan helps to deliver on these promises by providing more access to alternative modes of transportation, outlining development of a range of land uses and residences, and setting forth progressive standards for sustainability and green building practices.

9.1.B. Parks and Recreation Master Plan

The 2019 Parks and Recreation Master Plan, adopted in 2020 as part of the Master Plan Reexamination Report, sets forth recommendations to improve quality of life through parks, cultural arts, and play opportunities. This Redevelopment Plan has no identified inconsistencies with the goals and objectives of the Parks and Recreation Master Plan. Through the creation of new public spaces, it also specifically will support the effectuation of the following goals:

- Goal 1: Great Places and Spaces
    - Objective 1: Connectivity - Acquire, plan, develop, and maintain trails and spaces that connect people, build community and provide opportunities for health, wellness, and discovery.
    - Objective 3: Access to Nature - Provide connections between the community and the natural environment through preservation, conservation, and education
- Goal 2: Great Experiences
    - Objective 1: Programs & Classes - Strengthen the mix and quality of time-honored and trendsetting services that appeal to and are accessible to all segments of our community
    - Objective 2: Cultural Arts - Increase awareness and appreciation of, access to, and engagement in a diversity of experiences in the arts
    - Objective 3: Events - Expand the variety, frequency and scope of special events to build community and bolster economic development
    - Objective 4: Wellness - Create opportunities to inspire residents to improve their health and wellness

9.1.C. Housing Element & Fair Share Plan

The Town adopted a Housing Element & Fair Share Plan (HEFSP) in 2018 that was amended in 2021. The HEFSP requires, among other things, that the Town adopt an ordinance that establishes a mandatory set-aside requirement of 20% if the affordable units will be for sale and 15% if the affordable units will be for rent, for any attached multi-family residential development of five (5) or more units with density at or above six (6) units per acre through any municipal rezoning; Zoning Board use or density variance; redevelopment plan or rehabilitation plan providing for redevelopment.

This ordinance was adopted by the Town as Section 23.14 (Mandatory affordable housing set-aside requirement) and applies to all residential development proposed as part of this Redevelopment Plan. In meeting the requirements for this mandatory set aside, this Plan is consistent with and designed to effectuate the HEFSP.

The HEFSP also requires adoption of a zoning ordinance amendment requiring the imposition of a development fee. This was accomplished with the adoption of the Affordable Housing Development Fee and Trust Fund ordinance as Article 22 of the Land Use Ordinance of the Town of Westfield. This Plan requires that projects adhere to the applicable requirements of the Affordable Housing Development Fee and Trust Fund ordinance.

9.1.D. 2002 Master Plan Elements

Several Master Plan elements were adopted with the 2002 Master Plan that have not been updated. While these elements were reexamined as part of the 2019 Reexamination Report, no new element was adopted. This Redevelopment Plan has no identified inconsistencies with these additional elements, and is designed to effectuate their goals to the extent that they are applicable.

- Community Facilities Element
    - This Plan is generally consistent with the applicable recommendations contained in the Community Facilities Element of the 2002 Master Plan. Regarding the North Avenue firehouse, the Community Facilities Element suggests that, at "such time that the building no longer meets the needs of the Fire Department, the Town should consider converting the existing building to other public uses that would preserve the integrity of this historic structure." This Plan allows for the reuse of the firehouse for a public purpose.
    - The Community Facilities Plan was reexamined as part of the 2019 Master Plan Reexamination. The recommendations therein include investigating new opportunities for enhanced lighting for pedestrian activity and considering recycling containers in the Central Business District. This Plan effectuates these recommendations.

- Downtown Economic Development Element
    - This Plan is consistent with the Downtown Economic Development Element of the 2002 Master Plan. It recommends conducting studies "to determine opportunities for increasing the use of shade trees and planters, and for preserving and enhancing the open space areas in the business districts," which informs some of the landscaping standards put forth as part of this Plan.
    - Additionally, the public improvements outlined herein are consistent with the Master Plan's recommendation that "[p]edestrian access routes between the public parking areas and stores should be maintained and improved." It goes on to state that the "Town should negotiate with property owners to acquire, lease or otherwise guarantee private alleys

presently used for pedestrian access," any of which are possible within the public-private collaborative framework established by this Plan.

- The Downtown Economic Development Element was reexamined as part of the 2019 Master Plan Reexamination. The recommendations therein include conducting an Area in Need of Redevelopment or Rehabilitation in appropriate areas such as the municipally owned parking areas in commercial districts, exploring areas for placemaking including open space, determining opportunities for increasing the use of shade trees, and planters, preparing comprehensive streetscape and design guidelines for the Downtown, additional pedestrian access routes between public parking and businesses, as well as developing and implementing a branding identity and marketing strategy for Westfield's downtown. This Plan effectuates these recommendations.

- Historic Preservation Plan Element
  - This Plan is consistent with the Historic Preservation Plan Element of the 2002 Master Plan. In regard to the central business district, the Master Plan states that it "has always been one of Westfield's most salient features, and its survival and continued prosperity in the era of shopping malls has been a key factor in Westfield's ability to maintain its position as a prime residential community." Bearing this in mind, this Plan considers the downtown's historic value in putting forth design standards that complement the historic fabric that makes up much of the central business district, and by making direct reference to the Town's Historic Preservation Commission's review role.
  - The Historic Preservation Plan Element recommends that the North Avenue firehouse should be converted for public use, similar to the Community Facilities Element. This Plan allows for this conversion and reuse for public purposes.
  - It also recommends the retaining and use of bluestone in and around historic areas. This recommendation inspired the preference for bluestone flag paving to be featured in Quimby Street and the Boulevard Extension, in an effort to highlight Westfield's historic use of this aesthetically pleasing paving material.
  - The Historic Preservation Plan Element was reexamined as part of the 2019 Master Plan Reexamination. The recommendations therein include ensuring grass is planted between the street pavement and public sidewalk and preserving street trees and the aesthetics of tree-lined streets. This Plan effectuates these recommendations.

Section 9.2. Union County

9.2.A. 1998 Union County Master Plan

The Redevelopment Plan is generally consistent with the goals and objectives identified as part of Union County's 1998 Master Plan. These goals set forth a vision for housing, development, circulation, and economic development aimed to achieve an optimum relationship between land uses, natural resources, and efficient and effective transportation systems.

In seeking to accomplish the same, this Redevelopment Plan advances the following goals:

- Housing: 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.

  The Redevelopment Plan advances this goal by encouraging zoning for a variety of housing types and densities, promoting the construction multi-family and townhouse units for a varying income levels and household types.

- Development: 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.

  The Redevelopment Plan advances this goal by identifying land suitable for residential and commercial development to accommodate needs, promoting new development and redevelopment that is compatible with existing settlement patterns, encouraging revitalization of an existing center, and expanding recreational facilities to meet the needs of existing and future residents.

- Transportation/Circulation: 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.

  The Redevelopment Plan advances this goal by promoting the upgrading of roads and streetscapes to higher design standards, supporting plans and programs to reduce automobile emissions, and providing coordinated land use density that will support and sustain regional transportation systems.

- Economic Development: Continue County sponsored economic development efforts to reduce unemployment, provide year-round employment opportunities and enhance the tax base by encouraging compatible industrial, commercial, office and retail facilities to locate or expand in Union County.

The Redevelopment Plan advances this goal by encouraging the expansion of firms in areas capable of being services by County and regional facilities and infrastructure, as well as facilitating the maintenance of relationships between varying levels of government involved with economic development in Union County.

9.2.B. 2016 Union County Transportation Master Plan

The Redevelopment Plan is generally consistent with the goals and objectives identified as part of Union County's 2016 Transportation Master Plan. These goals aspire to increase transit connectivity in Union County by prioritizing development at strategic locations to connect residential, work, and recreational uses. In seeking to accomplish the same, this Redevelopment Plan advances the following goals:

- Goal 1: To improve and maintain a sound transportation infrastructure designed to support the growth of Union County and better serve all users.

  This Redevelopment Plan advances this goal by accounting for alternative modes of transportation that increase access to the existing corporate base while attracting new business into the County. The Plan seeks to facilitate an environment that attracts emerging industries to Union County, as well as regional business and tourism, while remaining cognizant of capacity limitations.

- Goal 2: To ensure that quality public transportation is available in Union County.

  This Redevelopment Plan advances this goal by supporting and encouraging efficient, reliable, safe and convenient access to passenger rail service through development around the NJ Transit rail station. This transit-oriented development helps to connect strategic locations within the County, including job centers, residential areas, shopping and recreational areas. The commitment to preserving commuter parking, as well as increasing parking supply, helps to develop adequate park-and-ride facilities.

- Goal 3: To increase safety and mobility while minimizing congestion on the roadway system.

  This Redevelopment Plan advances this goal by setting forth public improvement standards aimed at promoting multimodal transportation, as well as recommending circulation improvements at intersections.

- Goal 4: To maintain the efficient movement of goods.

  This Redevelopment Plan advances this goal by including loading standards that promote safe and efficient truck travel, as well as by mandating traffic impact studies to evaluate impacts on circulation.

- Goal 6: To encourage and support programs and policies that create transportation options and enhance quality of life.

  This Redevelopment Plan advances this goal by setting forth standards to ensure safe and convenient bicycle and pedestrian facilities, promote flexible working hours and other transportation demand management strategies informed by best practices. These standards help to promote compact, mixed-use development patterns which promote walkability and support transit.

- Goal 7: To promote a coordinated, comprehensive, and cooperative transportation planning process.

  Throughout the redevelopment process, this Plan advances this goal by promoting studies to investigate a range of transportation planning topics with the goal of creating alternative solutions and recommendations to be included as public improvements. This collaborative effort that extends beyond the borders of private development seeks to integrate land use and transportation planning.

Section 9.3. New Jersey State Planning and Redevelopment Plan

The State Development and Redevelopment Plan (SDRP) was adopted in 2001 and organized the state into several planning areas.

The Redevelopment Plan Area is located within the Metropolitan Planning Area, (PA-1) of the SDRP. The following intent was documented for PA-1:

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

The SDRP also puts forth statewide goals, including:

- Revitalize the state's cities and towns;
- Promote beneficial economic growth, development and renewal for all residents of New Jersey;
- Conserve the state's natural resources and systems;
- Provide adequate housing at a reasonable cost;
- Preserve and enhance areas with historic, cultural, scenic, open space, and recreational value

The Redevelopment Plan effectuates the above goals and intent. It will convert underutilized, auto-oriented uses into a vibrant, compact mix of innovative, sustainable uses that promote economic growth and preserve and rehabilitate Westfield's existing building stock. It sets forth standards that help to stabilize Westfield's downtown, promote economic growth, and support affordable housing. It includes sustainable design recommendations and will counter sprawl by concentrating growth in an existing municipal core.

Section 9.4. Surrounding Communities' Master Plans

The Local Redevelopment and Housing Law requires that a redevelopment plan identify any significant relationship of the redevelopment plan to the master plans of contiguous municipalities. Based on the location of the Redevelopment Plan Area and the distance from any municipal borders, no significant relationships with the master plans of adjacent municipalities were identified. Nevertheless, in the interest of completeness, a discussion of the master plans of adjacent municipalities is included below.

9.4.A.1. Township of Clark

Clark updated its Master Plan in 2003 and last reexamined it in 2010. This plan is generally consistent with the goals and objectives of the Master Plan and Reexamination, including:

- To promote a balance of land uses, including residential, commercial, industrial, public, recreation, and conservation uses.
- To guide the appropriate development of a mix of housing, including senior housing and low- and moderate-income housing consistent with the established style and character of Clark.
- To coordinate any future growth and redevelopment with the provision of public facilities and services.
- To promote the conservation of ecological systems, environmental resources, and natural amenities which characterize the Township.

9.4.A.2. Township of Cranford

Cranford's Master Plan was adopted in 2009, followed by its recent 2019 Reexamination Report. The Township lays out a wide range of goals and objectives for various components of its planning efforts. This Plan is generally consistent with those goals and objectives, including:

- Economic and Non-Residential Goals
    - Recognize the economic value of multi-story buildings within the Downtown. Encourage the fullest use of existing upper floors and the creation of additional upper-story floor space.
    - Encourage the development of a diversified economic base that generates employment growth, increases property values, and promotes the improvement of underutilized properties.
    - Incorporate design standards that visually guide development, while remaining responsive to new and emerging demands.

- Residential Goals
    - Provide a wide range of housing to meet the needs of residents in diverse income groups.
    - Define residential uses and boundaries to guard against intrusion from incompatible land uses.
    - Concentrate higher density residential uses in the Downtown to take advantage of transportation infrastructure and require adequate parking as a prerequisite to new development.
    - Require all in-fill development to be done in a manner that is consistent and compatible with the surrounding neighborhood and environment.
- Conservation Goals
    - Promote and encourage the use of sustainable building and development practices.
    - Adopt and practice environmentally responsible policies
    - Identify opportunities to preserve open space and other underutilized spaces that can improve stormwater and floodplain management, increase recreational opportunities, and enhances the aesthetic appearance of the community.
    - Require all development to be subject to rigorous environmental evaluation to minimize any potential adverse environmental impacts.
    - Incorporate energy-efficient and renewable energy technologies into new development.
    - Continue to implement the shade-tree-planting program by planting additional street trees.
    - Promote development in existing nonresidential areas that accommodate alternative modes of transportation and shared parking.
- Circulation Goals
    - Ensure that the Township's circulation system is safe, accessible, and practical to all ages and abilities.
    - Coordinate land uses and transportation investments to encourage alternatives to driving such as mass transit, bicycle, and pedestrian pathways.
- Recreation and Open Space
    - Increase and improve park, open space, recreational and cultural facilities for all Township residents.
    - Ensure that quality open space is provided and maintained as development occurs.
    - Preserve pedestrian paths to parking and recreation facilities and where feasible create additional paths

9.4.A.3. Borough of Garwood

Garwood adopted its Master Plan & Re-Examination Report in 2009. Garwood's goals and objectives are generally consistent with this Plan. Relevant goals include:

- To encourage municipal action to guide the appropriate use or development of all lands in this Borough, in a manner that will promote the public health, safety, morals, and general welfare.
- To provide adequate light, air, and open space.
- To ensure that the development of the Borough does not conflict with the development and general welfare of neighboring municipalities, the County, and the State as a whole.
- To provide sufficient space in appropriate locations for a variety of residential, recreational, commercial and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all the citizens of Garwood.
    - Preserve and promote a balanced variety of residential, commercial, industrial, public, and recreation land uses.
    - Guide the future development and/or redevelopment of land within the borough so as to incorporate new construction without undue disruption to the established character of the Borough.
- Continue to recognize that North and South Avenues are the primary areas for business serving the community.
    - Encourage the renovation and rehabilitation of existing buildings and storefronts
    - Encourage lot consolidation to enhance opportunities for infill and redevelopment
    - Encourage mixed-use developments
    - Discourage parking areas in the front yards
- To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;
    - Develop a balanced circulation system incorporating the needs of pedestrians, bicyclists, autos, trucks, trains and buses.
    - Promote and increase ridership of public transportation, including train and bus service.
- To promote a desirable visual environment through creative development techniques and good civic design and arrangement;
- To encourage planned unit developments which incorporate the best features of design and relate the type, design, and layout of residential, commercial, and creational development to the particular site;
- To encourage development of affordable housing within the Borough of Garwood.
    - Meet the municipal obligation to provide its fair share of affordable housing meeting the requirements set forth by the New Jersey Council on Affordable Housing.
    - To provide affordable housing opportunities for Garwood residents

9.4.A.4. Township of Springfield

The Township of Springfield adopted its Master Plan in 1997 and last reexamined it in 2005. Westfield and Springfield share a short municipal border towards the northeastern portion of Westfield. The Redevelopment Plan Area, located more than two miles from this shared border, does not have a significant relationship with the Master Plan of the Township of Springfield. As determined by the findings of Town of Westfield's 2019 Master Plan Reexamination, the Town's development and regulations are consistent with development goals and objectives in Springfield.

9.4.A.5. Borough of Mountainside

Mountainside last updated its Master Plan in 2014 when it adopted a new Engineering Master Plan and Housing Element Fair Share Plan. Its last Master Plan Reexamination Report is from 2009, reviewing its 1989 Master Plan. The Borough of Mountainside's goals and objectives are generally consistent with this Plan. Relevant goals include:

- Promote the conservation of historic sites, open space, energy resources and natural resources in the Borough and to prevent urban sprawl and degradation of the environment through improper use of the land.
- To promote a desirable visual environment through creative development techniques and good civic design and arrangements. Any new or additional construction or renovation shall be designed to aesthetically fit the established character of the existing neighborhood and the entire Borough in general.
- Encourage the appropriate use or development of all lands in the Borough in a manner which will promote the public health safety, morals and general welfare.
- Critical Areas: Encourage the most appropriate use of land considering its character and peculiar suitability for certain uses by:
    - Regulating the intensity of land use
    - Providing sufficient open space
    - Promoting a desirable visual landscape
    - Preventing degradation of natural resources
    - Providing for planned development which incorporates the best features of type, design, and layout of development for the particular site

9.4.A.6. Township of Scotch Plains

Scotch Plains adopted its Master Plan in 2001 and last reexamined it in 2016. The Township also adopted an addendum in 2018 to the 2016 Reexamination to address rezoning of parcels as part of the Township's affordable housing compliance. The Township's goals and objectives are generally consistent with this Plan. Relevant goals include:

- Provide Opportunities for and Encourage Redevelopment for Specific Uses in Designated Areas
- Permitted uses should be compatible with the goal of preserving the established residential character of the Township and other goals of this Master Plan

- Redevelopment opportunities should represent high quality development that can be achieved in a manner that may improve environmental quality, lessen flooding, avoid traffic congestion, and promote proper circulation
- Redevelopment plans should be targeted to specific areas so as to avoid blight and abandonment of developed properties
- Expand Opportunities for Open Space and Recreation Needs

Chapter 10. Definitions

Accent materials
The cumulative amount of accent materials shall not comprise more than 15% of any façade.

Accessory Building or Structure
A building or structure occupied or devoted exclusively to an accessory use that is on the same lot with and subordinate to a principal building or structure. More particularly, but not by way of limitation, an accessory building or structure in a residential zone shall be construed to include a deck, detached private garage; private greenhouses; private sheds; gazebos; other private roofed structures; private swimming pool; private tennis court; private racquet ball, private platform tennis, private paddle ball, or private handball court.

Age-restricted unit
A housing unit designed to meet the needs of, and exclusively for, the residents of an age-restricted segment of the population such that: 1) all the residents of the development where the unit is situated are sixty-two (62) years or older; 2) at least eighty (80) percent of the units are occupied by one person that is fifty-five (55) years or older; or 3) the development has been designated by the Secretary of the U.S. Department of Housing and Urban Development as "housing for older persons" as defined in Section 807(b)(2) of the Fair Housing Act, 42 U.S.C. § 3607.

Age-restricted Multifamily Residence
A multifamily residence consisting of age-restricted units.

Age-restricted townhouse
A townhouse consisting of age-restricted units.

Amenity Areas
Spaces intended for enjoyment by residents, their visitors, and office employees. Amenity areas may be located indoors or outdoors, and include, but are not limited to: barbecue grill, fire pit, clubhouse, swimming pool, dipping pool, hot tub, restroom, fitness center, and business centers.

Building Height
Subject to exemptions noted in the text, the vertical distance from the highest point of the building or structure to the average elevation of normal grade level at the base of the building or structure. Normal grade shall be construed to be the newly established grade after construction, exclusive of any filling, berming, mounding or excavating which deviates from the grade in the general vicinity of the site.

Co-working
Co-Working shall mean 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. Co-working uses shall be considered Office uses and shall be permitted where Office uses are permitted. Co-working spaces may include conference facilities, gathering areas, event spaces for use by tenants and other similar accessory uses.

Covered Walkway
A structure to facilitate pedestrian connections which may include a covering to shield users from the elements.

Curb line
A stone, concrete, or otherwise improved boundary marking the functional edge of a right-of-way. Where setbacks are measured from curb lines, the measurement shall be based on the proposed location of the curb line as shown in the Site Plan Application.

Dwelling Unit
A dwelling unit is one or more rooms comprising living accommodations designed and used for occupancy by one family living together as a single housekeeping unit and usually containing sanitary, sleeping, and kitchen and dining facilities, fixed or portable. Dwelling units are also referred to throughout this Plan as "Residential Units."

Gross Floor Area ("GFA")
The floor area of all floors of a building or structure having floors and measured from the exterior surface of the exterior walls of the building or structure. Gross Floor Area shall not include any basement or cellar levels, including those providing subsurface parking. When Gross Floor Area is specific to a particular use, the GFA shall include all accessory use related to the principal use, however the GFA shall not include square footage utilized for parking. For example, GFA, Residential shall include enclosed residential amenity spaces but shall not include parking areas (inclusive of both parking spaces and associated circulation).

Ground Floor
The floor that meets the definition of a story where the finished elevation is nearest to the normal grade.

Ingress and Egress Platform
An open above grade structure, with or without a roof and having a platform less than 80 square feet in area, attached to a building or structure, located adjacent to an exterior door providing entry to only the ground floor and which may include a stairway to grade and which is designed to provide regular ingress and egress to the building or structure. Such ingress and egress platform shall not be considered a balcony, deck or patio. Ingress and egress platforms may include "stoops," as referred to throughout this document. Ingress and egress platforms for townhouses may encroach upon front yard setbacks by up to 3', provided minimum sidewalk widths are maintained.

Loading Space
An accessible off-street space dedicated to temporary parking of a vehicle for a range of services including but not limited to moving, loading, unloading, pick-up, and drop-off without interfering with intended ingress and egress patterns of the facility it services.

Loading Space, Large
A loading space able to accommodate a semitrailer, with minimum dimensions of 10’ by 55’.

Loading Space, Medium
A loading space able to accommodate a single unit large truck, with minimum dimensions of 10’ by 35’.

Loading Space, Small
A loading space able to accommodate a step van, with minimum dimensions of 10’ by 25’. Small Loading Spaces may also accommodate pick-up, delivery, and rideshare uses.

Loading Space, Townhouse
A loading space able to accommodate residential loading needs, with minimum dimensions of 9’ by 18’. Townhouse Loading Spaces may also accommodate pick-up, delivery, and rideshare uses.

Length of Façade
Horizontal length of a building’s facade that face the same direction, measured from corner to corner.

Medical Office
A facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians, dentists, or similar professionals typically operate this type of facility. Medical offices may have a lab facility and supporting pharmacy but do not have the equipment and medical personnel available at an urgent care site. They may not provide emergency services or urgent care services.

Multifamily Residence
A use involving three or more separate dwelling units in a building.

Normal Grade
The newly established grade after construction, exclusive of any filling, berming, mounding, excavating, curbing, retaining wall or other feature that alters the grade at the perimeter of the structure from the grade in the general vicinity of the structure. In the event that construction includes such filling, berming, mounding, excavating, curbing, retaining wall or other feature which so alters the grade, normal grade shall be construed to be the grade that would exist without such features. Normal grade shall be calculated by making measurements at a regular interval. Normal grade shall be calculated by Sub-Zone.

Office

A room or group of rooms used for conducting the affairs of a business, profession, service industry, or government. Offices may accommodate administrative, executive, professional, research, co-working, conferencing, or laboratory functions. No merchandise shall be sold on the premises except those that are incidental or accessory to the principal office use. Medical offices shall not be considered offices, however administrative spaces associated with medical offices that are not used for treatment or examination of patients or as patient waiting areas shall be considered offices and shall be subject to the office parking requirements.

Outdoor Dining

Service and the consumption of food in outdoor areas. Due to the seasonal nature of the use, square footage or seating utilized for outdoor dining shall not be subject to parking requirements, as is the same for sidewalk cafes.

Outermost Building Face

The edge of the building closest to the curb line or property line. Outermost building face shall not include any projection or recession of storefronts permitted under Section 3.6.D Storefront Design, or any bay windows, stoops, privacy terraces/screens, or similar architectural elements. If setback is measured from curb line, outermost building face shall be calculated relative to the curb line. If setback is measured from property line, outermost building face shall be calculated relative to property line.

For purposes of stepback measurements, stepbacks shall be measured from the outermost building face of the façade from which the floor shall be stepped back. For buildings with multiple planes, the stepback shall be measured to the outermost face of the façade in question.

The image below illustrates the outermost building face in a building with multiple planes.

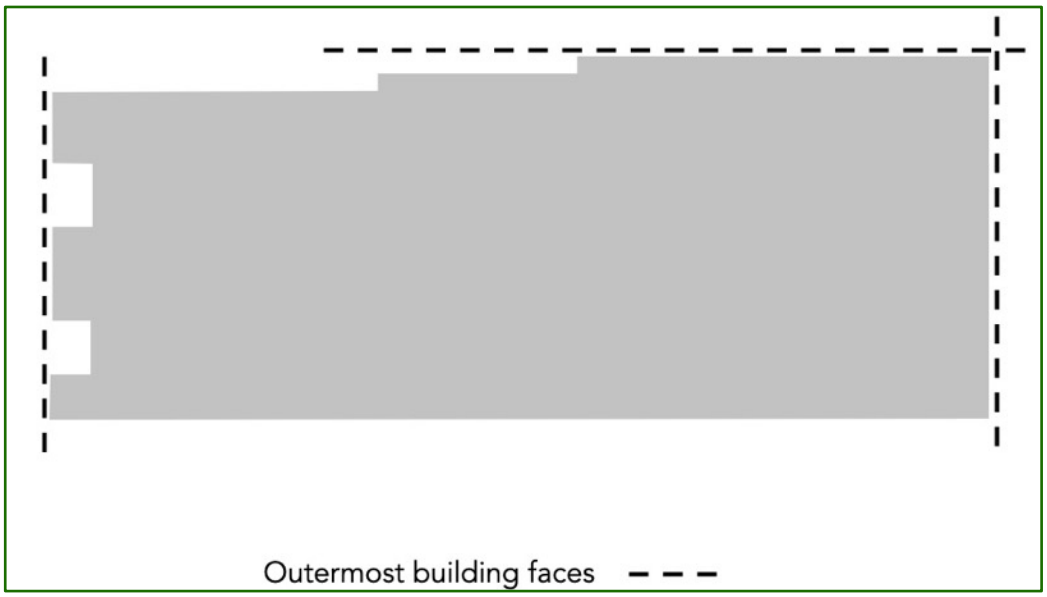


Figure 50: Illustration of "outermost building face"

Park
Land which is open to use by the general public and is primarily devoted to recreational or open space use, which may include dog runs, community gardens, and similar facilities. Parks may be on public or privately owned land, provided access for the general public is maintained.

Parking Structure
A structure or portion thereof composed of one or more levels or floors used primarily for the parking or storage of motor vehicles and bicycles. Parking levels that are fully below the finished or normal grade may be classified as parking structures.

Pervious Surface
A surface that presents an opportunity for precipitation to infiltrate. Pervious surfaces may include, but are not limited to, green roofs, permeable pavements, and landscaped areas.

Primary Façade
The side of a building directly adjacent to a public right of way.

Principal Building or Structure
A building or structure devoted to the principal use on a lot.

Public Parking
Parking spaces available for use by the general public. Public parking spaces may include metered parking or parking that requires a permit issued by a governmental body.

Public Plaza
A publicly accessible space defined by surrounding buildings and/or streets designed for civic, recreational, and/or commercial activities. Public plazas may include retail areas, dining areas, seating areas, art, and other similar uses.

Restaurant/Bar
A use or premises at which food is served to the general public or to private groups for a consideration and having more than 15 seats that can be used by patrons. Similar uses with less than 15 seats shall be considered Retail. Facilities with multiple vendors sharing common dining areas (commonly referred to as food halls) shall be considered Restaurants/Bars. Outdoor dining shall be considered an accessory use customary and incidental to Restaurants/Bars. Where Restaurants are referred to throughout this document, the corresponding standards shall apply to Restaurant/Bars.

Retail
The rendering of services, entertainment, or products to the general public. Retail may include shops, stores, theatres, amusement and recreation services and facilities, publicly accessible health and fitness facilities, studios for the instruction of the arts, including dance studios, music, gymnastics, or martial arts, museums and galleries, retail showrooms, and pet care facilities.

Retail may also include personal services involving the care of a person or their goods or apparel. Typical personal services include but are not limited to: cosmetology shops; barber shops; beauty salons; nail salons; spas; and physical therapy. Artisan manufacturing as defined in the Land Use Ordinance of the Town of Westfield shall be considered a Retail use for the purpose of this Plan.

Roof
A structural covering over any portion of a building or structure.

Sign, Construction
A temporary sign erected on the premises where construction is taking place or approved to take place.

Sign, Monument
Freestanding permanent signage placed along a building's primary façade denoting the addresses, tenants, and other information regarding that structure.

Sign, Office Tenant
A wall mounted sign intended to indicate tenants within an office building.

Sign, Temporary
Impermanent signage, either affixed to a building's façade or freestanding, placed to communicate information regarding an event or use.

Sign, Wayfinding
Freestanding signage placed on a site for directing circulation towards a specific place or use on that site.

Setback
The shortest straight-line distance between a building or structure and the nearest property line or curb line. The measurement to curb line or lot line shall depend on the provision included in the applicable bulk standard. Parking Structures or other structures that are entirely below the finished grade of a parcel or Sub-Zone such that they are not exposed or visible from above grade may encroach into required Setbacks without limitation.

Story
That portion of a building or structure included between the surface of any one floor and the surface of the next floor above it or, if there is no floor above such floor, then "story" shall be that portion of the building or structure included between the surface of any floor and the ceiling next above it. A basement shall be considered as a story where the finished surface of the floor above the basement is: more than four feet above the average grade elevation; or more than four feet above the finished grade for 50% or more of the total building perimeter; or more than 10 feet above the finished ground level at any point. A mezzanine floor shall be counted as a story if it covers more than one-third (1/3) of the area of the floor next below it. Mezzanine levels shall only be allowed in the top story of a building. Architectural embellishments, mechanical

equipment enclosures, elevator penthouses and rooftop landscape improvements shall not be counted as a story. Notwithstanding the provisions above, structures or portions thereof where more than ½ of the floor to ceiling height of any level are below the normal grade shall not count as a story.

Skyway

A pedestrian connection, either open or enclosed, located above the ground floor of a building and connecting two or more principal structures.

Townhouse

A structure comprised of at least two attached buildings which share at least one common vertical wall and contain dwelling unit(s). Each building comprising a townhouse has direct access to the outside. Access points to the outside in each building comprising a townhouse may be shared by no more than three dwelling units.

Train Station

Point of departure and arrival for trains and other connecting modes of transit.

Yard

A space located between a lot line or curb line and the nearest principal building or structure on said lot. The length of the yard is referred to throughout this document as a setback. The measurement to curb line or lot line shall depend on the provision included in the applicable bulk standard.

Zone

Grouping of lots, separated according to their geographic orientation within downtown Westfield. There are three zones identified as part of this Plan – West, North and South. Where Zones contain multiple areas, these are referred to throughout this document as Sub Zones or Sub-Zones.

Appendix A: Resolutions Designating Areas in Need of Redevelopment/Rehabilitation

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY

RESOLUTION NO. 225-2020

CODE REVIEW AND TOWN PROPERTY COMMITTEE **OCTOBER 13, 2020**

RESOLUTION OF THE TOWN OF WESTFIELD, COUNTY OF UNION, STATE OF NEW JERSEY, DELINEATING AN AREA IN NEED OF REHABILITATION

WHEREAS, the Local Redevelopment and Housing Law, *N.J.S.A.* 40A:12A-1, *et seq.* (the "**Redevelopment Law**") provides a mechanism to empower and assist local governments to promote the advancement of community interests through programs of redevelopment for the expansion and improvement of commercial, industrial, residential and civic facilities; and

WHERAS, the Redevelopment Law empowers the Town of Westfield (the "**Town**"), by and through its Mayor and Council (the "**Governing Body**"), to delineate an area within the Town as an area in need of rehabilitation if the area qualifies under one of the criteria enumerated under *N.J.S.A.* 40A:12A-14; and

WHEREAS, *N.J.S.A.* 40A:12A-14 provides that "where warranted by consideration of the overall conditions and requirements of the community, a finding of need for rehabilitation may extend to the entire area of a municipality"; and

WHEREAS, Town Planner, Donald B. Sammet, PP/AICP, and Town Engineer, Kris McAloon, PE, had been directed to investigate whether the Town in its entirety (the "**Study Area**") qualified as an area in need of rehabilitation pursuant to the Redevelopment Law; and

WHEREAS, Mr. Sammet and Mr. McAloon prepared a report entitled "*Town of Westfield Area in Need of Rehabilitation Study*" dated August 26, 2020 which is attached hereto as Exhibit A (the "**Study Report**"); and

WHEREAS, the Study Report concludes that because (a) a majority of water and sewer infrastructure in the Study Area is at least 50 years old and is in need of repair or substantial maintenance and (b) because more than half of the housing stock in the Study Area is at least 50 years old, the Study Area qualifies as an area in need of rehabilitation under the Redevelopment Law; and

WHEREAS, on September 8, 2020, the Governing Body referred the Study Report and this Resolution in draft form to the Planning Board for review and comment; and

WHEREAS, on October 5, 2020, the Planning Board returned this resolution and Study Report with a recommendation that the Study Area be delineated as an area in need of rehabilitation; and

WHEREAS, the Governing Body finds it to be in the best interest of the property owners and business owners within the Study Area to delineate the Study Area as an area in need of rehabilitation, and that based upon the Study Report and the Planning Board's recommendation, finds that the Study Area meets the criteria of *N.J.S.A.* 40A:12A-14 of an area in need of rehabilitation.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Town of Westfield, County of Union, and State of New Jersey, as follows:

1. Based upon the facts reported in the Study Report and the recommendation of the Planning Board, the Mayor and Council find that the Study Area, consisting of the entirety of the Town of Westfield, meets the eligibility criteria of *N.J.S.A.* 40A:12A-14 for designation as an area in need of rehabilitation in that (a) a majority of water and sewer infrastructure in the Study Area is at least 50 years old and is in need of repair or substantial maintenance and (b) more than half of the housing stock in the Study Area is at least 50 years old. The Mayor and Council further find

that the designation of the Study Area as an area in need of rehabilitation is expected to prevent further deterioration and promote the overall development of the Town of Westfield in accordance with the requirements of *N.J.S.A.* 40A:12A-14.

2. The Mayor and Council hereby delineates the Study Area and all of the properties therein as an area in need of rehabilitation (hereinafter, the Study Area shall be the "**Rehabilitation Area**"), which delineation allows the Mayor and Council to, among other things, adopt redevelopment plans for all or part of the Rehabilitation Area, enter into redevelopment agreements with redevelopers within the Rehabilitation Area, and adopt an ordinance pursuant to *N.J.S.A.* 40A:12A-21, *et seq.*, authorizing short-term tax exemptions and/or abatements to properties located within the Rehabilitation Area.

3. The Mayor and Council hereby directs the Town Clerk to transmit a copy of this Resolution to the Commissioner of the Department of Community Affairs in accordance with the Redevelopment Law.

4. All Town officials and employees are hereby authorized and directed to take all action necessary and appropriate to effectuate the terms of this Resolution.

5. This Resolution shall take effect immediately.

****

I hereby certify that the within Resolution is a true and exact copy of the Resolution adopted by the Westfield Town Council at their meeting of October 13, 2020.

_____
Tara Rowley, RMC
Town Clerk

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY

RESOLUTION NO. 180 - 2020

CODE REVIEW AND
TOWN PROPERTY COMMITTEE **AUGUST 11, 2020**

RESOLUTION DESIGNATING AN AREA OF THE TOWN OF WESTFIELD, AS MORE PARTICULARLY DESCRIBED HEREIN, AS "AN AREA IN NEED OF REDEVELOPMENT", PURSUANT TO THE LOCAL REDEVELOPMENT AND HOUSING LAW

WHEREAS, on March 10, 2020, the Mayor and Council adopted Resolution Number 78-2020, requesting and authorizing the Planning Board to undertake a preliminary investigation to determine whether the properties:

Block	Lot	Street Address
2502	14	630 North Avenue West
2506	1	526 North Avenue West
2508	11	601-613 North Avenue West

as identified on the Official Tax Map of the Town of Westfield (the "**Study Area**") to determine if such properties qualify as a "non-condemnation" area in need of redevelopment pursuant to the Local Redevelopment and Housing Law, *N.J.S.A.* 40A:12A-1, et seq. (the "**Redevelopment Law**"); and

WHEREAS, the Planning Board retained the services of professional planning firm Topology ("**Topology**"), to assist in conducting the necessary investigations and analysis to determine whether the Study Area does or does not qualify as an area in need of redevelopment under the criteria set forth in the Redevelopment Law; and

WHEREAS, Topology conducted such investigations and prepared a report of its investigations entitled "*Preliminary Investigation, Lord & Taylor Sites, Westfield, NJ*" (the "**Redevelopment Investigation Report**"); and

WHEREAS, the Redevelopment Investigation Report concludes that the Study Area and the properties therein exhibit conditions which conform with various redevelopment criterion, including criteria d and h under Section 5 of the Redevelopment Law, *N.J.S.A.* 40A:12A-5, as more specifically set forth in the Redevelopment Investigation Report; and

WHEREAS, on July 20, 2020, the Planning Board conducted a duly-noticed public hearing, pursuant to *N.J.S.A.* 40A:12A-6, at which time it heard a presentation of the Redevelopment Investigation Report by Mr. Philip A. Abramson, AICP/PP, principal of Topology

and author of the Redevelopment Investigation Report, as well as comments from members of the public in attendance; and

WHEREAS, Mr. Abramson responded to questions from the Planning Board members and members of the public; and

WHEREAS, based upon the Redevelopment Investigation Report, Mr. Abramson's testimony concerning the Redevelopment Investigation Report and the comments from the public, the Planning Board accepted the findings of the Redevelopment Investigation Report and concluded that the Study Area meets the criteria for designation as an area in need of redevelopment under the Redevelopment Law and recommending that the Mayor and Council designate the Study Area as an area in need of redevelopment, pursuant to the Redevelopment Law; and

WHEREAS, the Mayor and Council accept the conclusions of the Redevelopment Investigation Report and the Planning Board's recommendation and wish to designate the Study Area as an area in need of redevelopment.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Town of Westfield that the Study Area described herein be and hereby is designated as a Non-Condemnation Redevelopment Area, pursuant to the Redevelopment Law.

****

I hereby certify that the within Resolution is a true and exact copy of the Resolution adopted by the Westfield Town Council at their meeting of August 11, 2020.

_____
Tara Rowley, RMC
Town Clerk

TOWN OF WESTFIELD
WESTFIELD NEW JERSEY

RESOLUTION NO. 145-2020

CODE REVIEW & TOWN PROPERTY COMMITTEE **JUNE 30, 2020**

RESOLUTION DESIGNATING AN AREA OF THE TOWN OF WESTFIELD, AS MORE PARTICULARLY DESCRIBED HEREIN, AS "AN AREA IN NEED OF REDEVELOPMENT", PURSUANT TO THE LOCAL REDEVELOPMENT AND HOUSING LAW

WHEREAS, on March 10, 2020, the Mayor and Council adopted Resolution Number 77-2020, requesting and authorizing the Planning Board to undertake a preliminary investigation to determine whether the properties:

Block	Lot	Street Address
2405	15	146 Elm Street
2505	12.01	131 Elm Street
3001	5	360 Waterson Street
3101	5	300 South Avenue West
3103	7	301 North Avenue West
3107	2	116 Elmer Street
3116	11	148 Central Avenue

as identified on the Official Tax Map of the Town of Westfield (the "**Study Area**") to determine if such properties qualify as a "non-condemnation" area in need of redevelopment pursuant to the Local Redevelopment and Housing Law, *N.J.S.A.* 40A:12A-1, et seq. (the "**Redevelopment Law**"); and

WHEREAS, the Planning Board retained the services of professional planning firm Topology ("**Topology**"), to assist in conducting the necessary investigations and analysis to determine whether the Study Area does or does not qualify as an area in need of redevelopment under the criteria set forth in the Redevelopment Law; and

WHEREAS, Topology conducted such investigations and prepared a report of its investigations entitled "*Preliminary Investigation, Downtown Parking Lots, Westfield, NJ*" (the "**Redevelopment Investigation Report**"); and

WHEREAS, the Redevelopment Investigation Report concludes that the Study Area and the properties therein exhibit conditions which conform with various redevelopment criterion, including criteria d and h under Section 5 of the Redevelopment Law, *N.J.S.A.* 40A:12A-5, as more specifically set forth in the Redevelopment Investigation Report; and

WHEREAS, on June 1, 2020, the Planning Board conducted a duly-noticed public hearing, pursuant to *N.J.S.A.* 40A:12A-6, at which time it heard a presentation of the Redevelopment Investigation Report by Mr. Philip A. Abramson, AICP/PP, principal of Topology and author of the Redevelopment Investigation Report, as well as comments from members of the public in attendance; and

WHEREAS, Mr. Abramson responded to questions from the Planning Board members and members of the public; and

WHEREAS, based upon the Redevelopment Investigation Report, Mr. Abramson's testimony concerning the Redevelopment Investigation Report and the comments from the public, the Planning Board accepted the findings of the Redevelopment Investigation Report and concluded that the Study Area meets the criteria for designation as an area in need of redevelopment under the Redevelopment Law and recommending that the Mayor and Council designate the Study Area as an area in need of redevelopment, pursuant to the Redevelopment Law; and

WHEREAS, the Mayor and Council accept the conclusions of the Redevelopment Investigation Report and the Planning Board's recommendation and wish to designate the Study Area as an area in need of redevelopment.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Town of Westfield that the Study Area described herein be and hereby is designated as a Non-Condemnation Redevelopment Area, pursuant to the Redevelopment Law.

****

I hereby certify that the within Resolution is a true and exact copy of the Resolution adopted by the Westfield Town Council at their meeting of June 30, 2020.

_____

Tara Rowley, RMC
Town Clerk

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

CODE REVIEW & TOWN PROPERTY COMMITTEE **JANUARY 31, 2023**

RESOLUTION AUTHORIZING ACCEPTANCE OF PRESERVE NEW JERSEY HISTORIC PRESERVATION FUND GRANT OF $45,000.00, FOR THE PREPARATION OF AN UPDATED HISTORIC PRESERVATION MASTER PLAN ELEMENT; AN ARCHITECTURAL SURVEY OF THE DOWNTOWN HISTORIC DISTRICT, AND A NATIONAL REGISTER OF HISTORIC PLACES NOMINATION FOR THE DOWNTOWN HISTORIC DISTRICT.

WHEREAS, the governing body of the Town of Westfield desires to further historic preservation through a grant from the New Jersey Historic Trust, State of New Jersey in the amount of $45,000.00 with a cash match amount of $15,000.00 provided by the Town of Westfield for Westfields Survey project

NOW THEREFORE BE IT RESOLVED, that the Town Council of the Town of Westfield, State of New Jersey, has been awarded the grant and authorizes the acceptance of funding in the amount of $45,000.00

BE IT FURTHER RESOLVED the governing body authorizes the mayor and all other appropriate Town officials to execute a grant agreement with the State in an amount up to that awarded for the proposed project, and to seal the grant agreement.

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. XX - 2023

PUBLIC WORKS COMMITTEE **JANUARY 31, 2023**

RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF WESTFIELD, COUNTY OF UNION, STATE OF NEW JERSEY, REJECTING ALL BIDS FOR HAULING OF WOODCHIPS

WHEREAS, the Town Council of the Town of Westfield, County of Union, State of New Jersey (the "Town") has advertised and accepted bids for the hauling of woodchips; and

WHEREAS, the bid solicitation was duly advertised by the Town in accordance with the provisions of New Jersey Local Public Contracts Law, N.J.S.A. 40A:11-1, et seq.; and

WHEREAS, two bids were received, and opened and read on January 11, 2023 and

WHEREAS, upon review of the bids submitted, it was determined that the lowest responsible bid was submitted by Frank Galbraith & Son Excavation and Demolition LLC in the amount of $5.55 per cubic yard exceeds the Town's appropriation for the services provided; and

WHEREAS, as a result, the Town seeks to reject both bids submitted as permitted by the Local Public Contracts Law, N.J.S.A. 40A:11-13.2(a).

NOW, THEREFORE, BE IT RESOLVED, the Town Council of the Town of Westfield, County of Union, State of New Jersey, that the bids submitted by the following bidders, which includes all bids, are hereby rejected:

a. Frank Galbraith & Son Excavation and Demolition LLC
b. Nature's Choice Corporation

BE IT FURTHER RESOLVED, that the Town of Westfield is hereby authorized to re-bid for the 2023 Woodchip Hauling.

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO. X-2023

PUBLIC WORKS COMMITTEE **JANUARY 31, 2023**

WHEREAS, the Town of Westfield has a need for Public Works equipment including Loaders to be used for Stormwater Management (among other uses), and

WHEREAS, Caterpillar, Inc. equipment and machinery, including Loaders, are sold through the Sourcewell Co-op, of which we are a member, under contract number 032119-CAT, and

WHEREAS, on August 16, 2022 by Resolution 211-2022, the Town of Westfield authorized a five-year lease agreement with Caterpillar Financial Services Corporation, 2120 West End Avenue, Nashville, TN 37203 to acquire three 2022 926M Loaders at an annual cost of $155,140.31 through Sourcewell Co-op, and

WHEREAS, due to unforeseen delays in ordering, a price increase requires an amendment to the original five-year lease agreement in an amount not expected to exceed $4,558.18 for a new, total annual cost of $159,698.49.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Westfield authorizes the Administrator to enter into an amended five-year lease agreement with Caterpillar Financial Services Corporation, 2120 West End Avenue, Nashville, TN 37203 for three 2022 926M Loaders at an annual cost not expected to exceed $159,698.49, and that the Chief Financial Officer is hereby authorized to prepare warrants for same, with $156,353.14 to be charged to account 2-01-236-212 and $3,345.35 to be charged to account 2-01-135-256, both under Purchase Order No. 22-02444.

BE IT FURTHER RESOLVED that future payments on this lease will be subject to adequate funding in future year's operating and capital budgets.

TOWN OF WESTFIELD
WESTFIELD, NEW JERSEY
RESOLUTION NO.

PUBLIC WORKS COMMITTEE **JANUARY 31, 2023**

WHEREAS, a need exists for the grinding of accumulated brush material to a mulch product for internal use, contractor sales and residential distribution by the Department of Public Works, as provided for in Public Works account 137-241, and

WHEREAS, sealed bids were received on Thursday, December 15, 2022, rejected on January 17, 2023 by Resolution No. 41-2023, and a re-bid authorized.

WHEREAS, sealed rebids were received on Tuesday, January 31, 2023,

WHEREAS, the low bid, submitted by Peter Downes & Son Inc., in the amount of $76,000.00 has been analyzed and found to be in conformance with the appropriate specifications, and

WHEREAS, Certificate of the Town Treasurer, certifying to the availability of adequate funds for this Contract, prepared in accordance with N.J.A.C. 5:30 1.10 has been furnished to the Town Clerk. Expenditure of funds pursuant to this Contract to be charged to Public Works account 137-241, under Purchase Order #23-00343.

NOW THEREFORE BE IT RESOLVED, that a Lump Sum Contract not to exceed $76,000.00 be awarded to Peter Downes & Son Inc., and

BE IT FURTHER RESOLVED, that the proper Town Officials be, and they are hereby, authorized to take whatever actions are appropriate in the execution of discharge of this Contract.