

COORDINATION WITH OTHER PLANNING PROGRAMS

A meaningful municipal master plan must necessarily be cognizant of the various physical, social and economic factors that influence the planning programs within its own borders and within other jurisdictions. Although a municipality is a distinct political entity, it shares natural and man-made resources with communities outside its borders, and it shares in many of the same problems. The decisions made by Westfield have the potential to impact other communities and the State as a whole. Likewise, Westfield is similarly affected by the decisions of adjacent municipalities, the County, and the State.

The following sections provide statements indicating the relationship of the development of Westfield as proposed in the master plan to: 1) the State Development and Redevelopment Plan, 2) the Union County Master Plan, 3) the County solid waste district management plan, and 4) the master plans of contiguous municipalities. In general, Westfield's master plan is compatible and consistent with these plans.

State Development and Redevelopment Plan

The 1986 State Planning Act established the State Planning Commission and directed the Commission to prepare the State Development and Redevelopment Plan (SDRP). In 1988, the Commission released the preliminary version of this plan, which then was reviewed by the counties and municipalities in the state in a process known as "cross-acceptance". Subsequently, the SDRP was adopted on June 12, 1992. The plan has since been revised, most recently on March 1, 2001.

Metropolitan Planning Area Policies

The SDRP includes most of Westfield in the Metropolitan Planning Area (Echo Lake County Park is located within the Parks and Natural Areas category). The Metropolitan Planning Area includes areas that generally meet the following criteria:

- Density of more than 1,000 people per square mile.
- Existing public water and sewer systems, or physical accessibility to those systems, and access to public transit systems.
- Land area greater than one square mile.
- A population of not less than 25,000 people.
- Areas that are totally surrounded by land areas that meet the criteria of a Metropolitan Planning Area, are geographically interrelated with the Metropolitan Planning Area and meet the intent of this Planning Area.

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These criteria fairly describe the Town of Westfield and therefore its designation as part of the Metropolitan Planning Area is appropriate. In the Metropolitan Planning Area, the State Plan's intention is to:

- provide for much of the state's future redevelopment;
- revitalize cities and towns;
- promote growth in compact forms;
- stabilize older suburbs;
- redesign areas of sprawl; and
- protect the character of existing stable communities.

The primary theme of this master plan is very much consistent with the intent to “protect the character of existing stable communities.” To a limited extent, the plan also is consistent with the intention to “provide for much of the state's future redevelopment” and to “promote growth in compact forms”. The other stated intentions are not readily applicable to Westfield.

The SDRP identifies the following policy objectives for the Metropolitan Planning Area:

Land Use: Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts. Promote diversification of land uses, including housing where appropriate, in single-use developments and enhance their linkages to the rest of the community. Ensure efficient and beneficial utilization of scarce land resources throughout the Planning Area to strengthen its existing diversified and compact nature.

Although the master plan promotes redevelopment and development in Westfield, the cores, neighborhoods and nodes of the municipality have not been specifically identified and the plan has not been prepared through a cooperative regional planning effort. The master plan also recognizes and promotes the existing diversification of land uses in the Town. Examples of this is are: 1) the policy to encourage apartments above commercial establishments in various zone districts, 2) the mixed use policy in the P-1 and P-2 zone districts, and 3) the mixed use policy in the GB-3 zone districts.

Housing: Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of nonresidential buildings, and the introduction of new housing into appropriate nonresidential settings. Preserve the existing housing stock through maintenance, rehabilitation and flexible regulation.

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The master plan is consistent with the above housing policy. As described in the land use and housing plan elements and in the existing development discussion in the appendix, Westfield provides a full range of housing choices. The land use plan proposes zoning regulations that are designed to preserve the existing housing stock. The policies of the P-1, P-2, CBD, GB-1 and GB-3 zone districts include provisions for new housing in nonresidential settings. The Town participates in the Union County housing rehabilitation program, as discussed in the housing plan.

Economic Development: Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace. Encourage job training and other incentives to retain and attract businesses. Encourage private sector investment through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment.

Westfield encourages economic development through a variety of policies and programs, including the various nonresidential zone district policies, the Downtown Westfield Corporation, participation in the Main Street program for the central business district, etc. The Town is currently studying options for increasing parking and providing for other improvements in the central business district as incentives to economic development.

Transportation: Maintain and enhance a transportation system that capitalizes on high-density settlement patterns by encouraging the use of public transit systems, walking and alternative modes of transportation to reduce automobile dependency, link Centers and Nodes, and create opportunities for transit oriented redevelopment. Facilitate efficient goods movement through strategic investments and intermodal linkages. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development and promote complementary uses for airport property such as business centers.

A passenger commuter rail station presently serves Westfield. Use of the station is encouraged in the Town's parking and land use policies. Upgrading to "Midtown Direct" service is proposed. The location of the central business district in close proximity to the stations also encourages use of mass transit. The Town is involved or plans to be involved in studies to improve mass-transit services, parking near the rail transit stations and pedestrian and bicycle transportation.

Natural Resource Conservation: Reclaim environmentally damaged sites and mitigate future negative impacts, particularly to waterfronts, scenic vistas, wildlife habitats and to Critical Environmental Sites, and Historic and Cultural Sites. Give special emphasis to improving air quality. Use open space to reinforce

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neighborhood and community identity, and protect natural linear systems, including regional systems that link to other Planning Areas.

The historic preservation plan element in this plan and the historic preservation provisions in the Town's development regulations are designed to mitigate future negative impacts to historic sites in the community. Most environmentally sensitive sites in the Town are located within dedicated parklands or are protected by State regulation. The Town has special development regulations for development within flood hazard areas and for stormwater runoff control.

Agriculture: Use development and redevelopment opportunities wherever appropriate and economically feasible, to meet the needs of the agricultural industry for intensive agricultural production, packaging and processing, value-added operations, marketing, exporting and other shipping. Provide opportunities for farms, greenhouses, farmers markets and community gardens.

This master plan does not contain any policies to encourage agriculture, nor are such policies considered appropriate in Westfield, a fully developed municipality.

Recreation: Provide maximum active and passive recreational opportunities and facilities at the neighborhood, local and regional levels by concentrating on the maintenance and rehabilitation of existing parks and open space while expanding and linking the system through redevelopment and reclamation projects.

The recreation plan element proposes to increase available open space insofar as possible, and to make improvements to the existing facilities where needed.

Redevelopment: Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.

Although the master plan is generally consistent with this policy, the master plan does not specifically propose any redevelopment areas at this time. As indicated previously, the Town is presently served by mass transit. The plan anticipates redevelopment through infill and through demolition of existing buildings on an individual basis. As circumstances dictate, larger scale redevelopment may be studied consistent with the above policy.

Historic Preservation: Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites, neighborhoods and districts in ways that will not compromise either the historic resource or the area's ability to redevelop. Coordinate historic preservation with tourism efforts.

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The historic preservation plan element in this plan and the historic preservation provisions in the Town's development regulations are consistent with this policy. The Miller-Cory house on Mountain Avenue, used as a museum, is an example of coordinating historic preservation with tourism.

Public Facilities and Services: Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region. Encourage the concentration of public facilities and services in Centers and Cores.

The master plan is consistent with this policy, although it does not provide detailed assessments or plans for infrastructure improvements.

Intergovernmental Coordination: Regionalize as many public services as feasible and economical to enhance the cost-effective delivery of those services. Establish multi-jurisdictional policy and planning entities to guide the efforts of state, county and municipal governments to ensure compatible and coordinated redevelopment.

One area that needs further efforts and study is intergovernmental coordination. This obviously requires the cooperation of not only Westfield, but also the County and other area municipalities. The master plan does not include proposals for regionalizing public services and for establishing multi-jurisdictional policy and planning entities.

Center Design Policies

Westfield is also listed as an "identified" Regional Center in the SDRP. Westfield has not petitioned for or received formal center designation or endorsement of the master plan from the State Planning Commission, however. The SDRP includes the following center design policies:

Cores: Design Cores to be the commercial, cultural, and civic heart of a Center, with multi-story and mixed-use buildings, shared parking, higher intensities and a high proportion of internal trips on foot or by transit. Focus in Cores activities, such as restaurants, retail and services, which generate pedestrian traffic.

The master plan does not identify any cores within Westfield. The central business district and surrounding areas, however, would obviously be considered a core, and the policies in the master plan and development regulations are consistent with the above design policies.

Neighborhoods: Design neighborhoods with a distinct identity as the fundamental building block of Centers, with a central focus (shopping, transit service, school or

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green) and an edge marking transitions. Neighborhoods are characterized by short walking distances from edge to center.

The master plan does not identify any neighborhoods in Westfield. The proposed zone district boundaries define changes in use and lot development patterns. Westfield's neighborhoods, as the term is used in the SDRP, may involve portions or combinations of these zone districts, or both in some cases. This is an area needing further study.

Streets and Blocks: Design streets and blocks to:

- *maximize connectivity;*
- *establish a comfortable pedestrian environment;*
- *function as high-quality public spaces as well as means of circulation;*
- *balance the needs of different transportation modes, with an emphasis on pedestrian and bicycles;*
- *serve the needs of everyday users (pedestrians, cars), rather than of occasional users (fire trucks, snow plows);*
- *minimize cartway width and impervious coverage, while maximizing energy-efficient building sites;*
- *maximize the use of traffic calming and traditional traffic control devices (roundabouts, T-intersections);*
- *maximize the sense of enclosure, using continuity of building walls and appropriate building height-to-street-width ratios to reinforce street space in ways appropriate to the block and the neighborhood; and*
- *reflect adjacent land-use conditions as well as the volume of traffic which the street is expected to carry.*

Westfield's street and block design is well established and difficult to amend. In many ways, however, the master plan policies are consistent with the above design policies. In some situations, cartway width could probably be reduced from existing conditions, whereas in other situations the cartway width needs to be increased. Traffic calming is supported in this plan and future calming studies are planned. Although the street network generally reflects adjacent land use conditions, there are some streets where the traffic volume is high for adjacent land uses, or where on-street parking interferes with traffic flow on busy streets. These are discussed in the circulation plan.

Public Spaces: Provide within each Center for at least one centrally located, easily accessible and well-designed public space that creates a focal point for the community, along with an appropriate variety of other, smaller public and semi-public spaces to address more limited or neighborhood needs.

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The master plan is generally consistent with this policy. The nature of public spaces in Westfield is discussed in the community facilities plan and recreation plan elements.

Streetscapes: Encourage quality streetscape treatments that adequately reflect public commitment to the community and its built environment, with trees and other appropriate plant material, statuary, fountains and other features that animate the public and semi-public realm, along with appropriate street furniture.

The master plan is consistent with this policy, in particular the circulation plan, the downtown economic development plan and the historic preservation plan elements.

Integrating Large and Small Buildings and Facilities: Encourage neighborhoods that integrate both large and small buildings and facilities. To achieve a seamless integration of larger facilities into the surrounding neighborhood:

- *consider complementary uses to soften transitions from residential to nonresidential;*
- *design large facilities to resemble a series of smaller buildings;*
- *calm vehicular access and egress to avoid disruption to pedestrian circulation and to neighborhood activities;*
- *develop and enforce performance standards to maintain desirable quality of life features;*
- *provide incentives, where appropriate, for multi-story buildings with smaller footprints, instead of single-story buildings with vast floorplates;*
- *schedule activities to minimize disruptions to the surrounding neighborhood; and*
- *maintain a constant dialogue between the neighborhood and the large user and require public involvement in every step of decision making.*

The master plan is consistent with these policies in several respects. In particular, the plan provides for various transitional use zone districts (e.g., P-1, P-2, GB-3, etc.). Traffic calming studies are promoted in the plan. Various plan elements and the development regulations contain various performance standards to maintain quality of life features.

Building Orientation: Orient buildings and main building entrances to face streets or other important public spaces, and clearly mark and frame these entrances architecturally with columns, lintels, pediments, canopies or other architectural features. Avoid orienting buildings toward parking lots.

In most cases, the orientation of buildings and entrances is consistent with this policy. This is not a specific policy of the master plan, however.

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Building Height: Encourage taller buildings to acknowledge the height of neighboring buildings and to echo important horizontal lines by way of setbacks, recesses or other design devices.

The master plan does not address this design policy, although the Town's development regulations regulate building height based upon neighborhood patterns, and in some cases require setbacks as a ratio of building height.

Building Elevations: Create visual interest in facade design with rhythms, patterns and decorative elements and by using a variety of modular components. Avoid blank walls, particularly if visible from the public realm.

The master plan is consistent with this policy, although specific provisions are limited. The Town's development regulations, however, contain specific requirements design to promote this policy.

In summary, Westfield's master plan and development regulations are consistent with the State Development and Redevelopment Plan. Some policies in the State Plan, however, require further study to determine their applicability and application to Westfield. The Planning Board should consider submitting the municipal master plan to the State Planning Commission for endorsement.

Union County Master Plan

The Union County Master Plan consists of several reports prepared between 1967 and 1975. While some of the proposals and projections are obsolete or abandoned, much of the plan remains valid. The plan is a general guide, not intended to be precise with respect to the location and extent of land use activities, but is intended to represent basic goals for the County's future growth and a program to insure that the County will grow in an orderly fashion. The County plan generally reflects the existing development pattern already established throughout Westfield.

Current County circulation proposals have in many cases been incorporated or referred to in Westfield's Circulation Element of the master plan. They are generally consistent with the master plan proposals.

Union County Solid Waste District Management Plan

The Town of Westfield provides for curbside pickup of recyclable materials through a private contractor. The pickups are scheduled every other week. Currently, the materials being recycled include newspapers, mixed paper, corrugated cardboard, glass bottles and jars, plastic bottles, aluminum and tin cans, poly board and aseptic cartons, empty paint cans, spray or aerosol cans and aluminum pans.

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Household batteries are not picked up at the curb, but are received at the Conservation Center on Lamberts Mill Road. Bulky and attic waste is disposed of for a fee at facilities located outside the municipality (i.e., Linden and Lyndhurst). In addition, The Town sponsors a user fee based bulky waste cleanup in the spring. The Town also assists in the disposal of hazardous waste and electronic items on certain dates during the year.

Contiguous Municipalities

In the development of any municipal master plan, it is essential to recognize development patterns, plans and zoning of all contiguous municipalities. Very often municipal boundaries are lines of demarcation with no observable separation between communities. In some instances, municipal boundaries may be coincidental to some physical feature such as a river or major highway. Frequently, existing development patterns or zone districts in one community will have a considerable impact on the abutting community, particularly near the common boundary. Therefore, it is important that planning and zoning policies in every municipality that abuts Westfield be reviewed and areas of incompatibility or conflict are eliminated where feasible.

There are six different municipalities that abut Westfield. These include Mountainside and Springfield to the north, Cranford and Garwood to the east, Clark to the southeast and Scotch Plains to the west and southwest. A brief review of the relationship between Westfield's master plan and the land use policies of these municipalities follows:

Clark

Clark borders Westfield on the south, between Cranford and Scotch Plains. Adjacent to Westfield, Clark permits single-family residential use north and east of the Lehigh Valley Railroad. South and west of the railroad, Clark permits industrial use. For the most part, the zoning proposed in the Master Plan is compatible with Clark's zoning in this area. East and north of the railroad, single-family residential zoning is proposed at densities reflecting existing conditions. South of the railroad and west of Rahway Avenue, a commercial zone is proposed, in recognition of existing development and as a transition from the industrial development in Clark.

East of Rahway Avenue and south of the railroad a small area of zoning incompatibility is proposed to continue. In Westfield, single-family residential zoning exists and is proposed to continue adjacent to the industrial zone in Clark. As a practical matter, this does not pose a significant problem at present, since the areas in Westfield and Clark are under common ownership and are developed for nonresidential use as one site. The only problem that is likely to result from this

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situation is that an expansion or change of the use on this site may require use variance approval in Westfield.

Clark's master plan underwent revisions in 1991. The housing element of the Master Plan was adopted in September 1997, and included provisions for affordable housing. Revisions to the zoning map were adopted in 1991 and 1995, adding affordable housing districts, a planned commercial development zone and a golf course zone. None of these revisions have a substantial effect upon the policies in the Westfield Master Plan or development regulations, and vice versa.

Cranford

Cranford is located directly to the east of Westfield, and is zoned for single-family residential use where it abuts the Town, except in one location. The one exception is an educational zone, which abuts Fairview Cemetery in Westfield. All of Westfield is proposed in this Master Plan to be zoned single family residential where it abuts Cranford. From a use perspective, the two communities are compatible.

The density of the single-family residential areas is also compatible, although minor differences exist. North of Garwood, Cranford requires minimum lot sizes of 8,000 sq. ft. and 10,000 sq. ft. adjacent to Westfield. This Master Plan proposes a wider range of minimum lot sizes, from 6,000 to 16,000 sq. ft. adjacent to Cranford in the area north of Garwood. The differences are not significant enough to pose major problems.

South of Garwood, Cranford requires minimum lot sizes of 6,000 sq. ft. and 8,000 sq. ft. adjacent to Westfield. The Master Plan proposes zoning the area adjacent to Cranford for minimum 12,000 sq. ft. lots. Again, the difference in density is not so significant that it will pose major concerns. It should also be noted that the proposed zoning for Westfield throughout the community reflects existing lot areas, and therefore rezoning the areas adjacent to Cranford to more closely match residential densities would be inconsistent with existing neighborhood development patterns.

A master plan reexamination report was adopted in 1995. The Zoning Map was last amended in 1992. None of these actions suggest the need to amend the Master Plan or development regulations for Westfield.

Garwood

Garwood is located to the east of Westfield in the central portion of the Town. It is completely surrounded by Westfield and Cranford. The zoning in Garwood adjacent

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to Westfield is varied, including single family residential, two family residential, commercial and industrial zones.

The single-family residential zones in Garwood require a minimum lot size of 4,000 sq. ft. These areas abut properties in Westfield that the Master Plan proposes to be zoned for single family and multifamily residential use at various densities. The single family residential zones abutting Garwood are proposed to require minimum lot sizes ranging from 6,000 sq. ft. to 12,000 sq. ft., depending on location (the 12,000 sq. ft. zone is actually Union County parkland where it abuts Garwood). As is the case throughout Westfield, the proposed zoning is based upon existing conditions, and therefore reducing the required lot sizes to more closely match Garwood's zoning would not protect existing neighborhood character.

The Master Plan also proposes a senior citizen multifamily residential zone adjacent to single family residential zoning in Garwood. This zone was developed as part of Westfield's affordable housing program, and would permit a maximum density of 16 units per acre. This compares with a maximum density of 8.7 units per acre for the single-family residential zone in Garwood. Proper buffering should be provided to mitigate the impacts resulting from the differing housing densities in this area.

A small area in Garwood is zoned for two family residential use adjacent to Westfield. This is adjacent to an area proposed to be zoned for multifamily residential development and business use in Westfield. The multifamily zone has been developed as part of the affordable housing program, and would permit a maximum density of 8 units per acre. The two family zone in Garwood permits a minimum lot size of 4,000 sq. ft. for single-family residential use, and 5,000 sq. ft. for two family residential use, which equates to a density of 8.7 and 14 units per acre respectively. Given the comparable densities, suitable buffering requirements should be able to address any remaining incompatibilities. This should also be required on those properties that are proposed for business zoning in Westfield, which again is based upon existing development patterns.

On the south side of South Avenue in Garwood, a general business zone exists, which is compatible with the general business zoning proposed in this plan for the adjacent area in Westfield.

The area between South Avenue and Third Avenue in Garwood is zoned for industrial use. In the portion of Westfield abutting this zone, the Master Plan proposes a single family residential zone and a commercial zone. The portion of the single-family residential zone that abuts Garwood is comprised of Gumbert Park, and therefore the park provides a transition between the industrial area in Garwood and the residential properties in Westfield. The commercial zone proposed in Westfield between North Avenue and South Avenue adjacent to Garwood is

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intended to provide a use transition between the heavier industrial uses in Garwood and the business uses to the west in Westfield.

Garwood has adopted a number of changes to its master plan and development regulations since 1991. A recreation plan element was adopted in 1993. A reexamination of the master plan and development regulations was completed in 1994. An amended housing element was adopted in 1996. A comprehensive update of the Land Use Ordinance was adopted in 1993 and re-adopted in 1996. For the most part, these changes do not necessitate a reevaluation of amendment of Westfield's development policies.

Two policy changes in Garwood affect areas directly adjacent to Westfield. In 1994, Garwood amended the zoning districts along North Avenue, South Avenue and the railroad in the areas adjacent to Westfield, to a CC and LI district. The CC zone is designed for retail development with small scale shops and stores. The LI zone is designed for industrial and heavy commercial uses, light industrial manufacturing and food stores up to 60,000 square feet floor area. During this period, the Westfield Planning Board denied an application for a 60,000 square foot supermarket located partially in Garwood in this area. The policy of the Westfield master plan is moving away from retail or industrial use in this area and towards small scale office and service uses. Thus, there would appear to be some degree of incompatibility in this location.

Another policy change in Garwood that is relatively minor involves the rezoning of many of the properties along Center Street to an RA-1 designation, including properties adjacent to Westfield. This change was designed to preserve the character of existing development in this area, and does not create any significant conflicts with adjacent areas in Westfield.

Mountainside

For the most part, Mountainside's zoning pattern adjacent to Westfield is low density single family residential, with minimum lot areas between 15,000 and 20,000 sq. ft. This is compatible with the Land Use Plan, which proposes single-family residential use adjacent to Mountainside, with minimum lot areas varying from 6,000 to 40,000 sq. ft.

In three areas, Mountainside's zoning permits nonresidential use adjacent to the Westfield boundary. The first is a small area zoned for office use along Route 22 that just touches a residential area on Orenda Circle in Westfield. In this situation, both areas appear to be properly zoned, and the only reasonable mitigation of the incompatibility is effective buffering of the two different uses. Rezoning to eliminate the incompatibility would not be practical.

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The second area of nonresidential zoning in Mountainside that abuts Westfield is along Mountain Avenue, where a small commercial zone abuts a single-family residential zone and a multifamily residential zone in Westfield. In both cases, the zoning reflects existing development. The commercial area in Mountainside is not expanding, and is small enough that it does not pose a major problem for the residential areas in Westfield.

The final area of nonresidential zoning in Mountainside that abuts Westfield is along Springfield Avenue. In Mountainside, the western side of Springfield Avenue is zoned for office and industrial use. On the eastern side of Springfield Avenue in Westfield is the office development in Westfield on Cardinale Drive. The Master Plan proposes to place this area in an office-research zone, which is compatible with Mountainside's zoning.

Scotch Plains

Scotch Plains shares a long border with Westfield on the west side of Town. For the most part, Scotch Plains is zoned for single-family residential use adjacent to Westfield, at minimum lot sizes ranging from 6,000 sq. ft. to 40,000 sq. ft. Most of Westfield is proposed to be zoned for single-family residential use adjacent to Scotch Plains, at minimum lot sizes ranging from 6,000 sq. ft. to 40,000 sq. ft. An existing multifamily development and zone in Westfield between Brightwood Avenue and Seneca Place is proposed to continue.

Smaller areas of public and other nonresidential zoning in Scotch Plains also abut Westfield. A public zone in Scotch Plains abuts Memorial Pool and residential development in Westfield, which are both proposed for residential zoning. A business zone between South Avenue and the railroad in Scotch Plains abuts a business zone proposed in this Master Plan. A mixed office-multifamily residential zone in Scotch Plains abuts a commercial zone proposed in Westfield south of the Lehigh Valley Railroad. The Master Plan proposals are consistent or compatible with Scotch Plains' zone plan in all of these cases.

In two situations, Scotch Plains' zone plan is different than that proposed in this plan. The first is along Brightwood Avenue, where Scotch Plains permits office and industrial development adjacent to an area proposed for single-family residential zoning in Westfield. The area in Westfield is already developed for single-family housing, and it is not suitable for industrial development. One mitigating factor is that the two areas do not directly abut one another, but are separated by Everts Avenue.

The second location where a zoning incompatibility exists is along Lambert's Mill Road, just north of the Lehigh Valley Railroad. In Scotch Plains, this area is zoned for office, research and light industrial uses. Across Lambert's Mill Road in

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Westfield, single-family residential zoning is proposed. In Westfield, one industrial use and a few single-family residential uses exist in this area. Due to the limited amount of industrial development, the presence of existing residences and also due to the environmental constraints in this area (i.e., flood hazard area and wetlands), it is felt that office and industrial use is inappropriate for this portion of Westfield. The separation provided by Lambert's Mill Road mitigates the impact of the inconsistency of the zoning to some extent. Adequate buffering can also be effective in separating the incompatible uses.

The Scotch Plains master plan dates, for the most part, to 1976, although an amended housing element was adopted in 1990 and 1996. A reexamination of the master plan and development regulations was completed in 1995, and recommended adoption of a new Master Plan and development regulations. Those proposals or actions with the most relevance to Westfield include plans for redevelopment of the Plainfield Avenue/Jerusalem Road area and for two affordable housing developments abutting Westfield.

Although formal studies have yet to be completed, the Scotch Plains reexamination report notes that the Plainfield Avenue/Jerusalem Road area is suitable for a wide variety of uses, including retail, commercial, office and housing. The eastern portion of this area abuts Westfield in the vicinity of Brightwood Park. Aside from the park, the land use pattern in this area of Westfield is primarily residential. The Town should monitor the progress of redevelopment plans for this area and provide its input during the formulation of any such plans.

Scotch Plains' housing element provides for several multi-family affordable housing sites, including two adjacent to Westfield. One is located within the redevelopment study area noted above, near Brightwood Park, and the other is located adjacent to the southwest corner of Westfield, near the curve at the southern end of Lambert's Mill Road. It is not expected that these developments will necessitate a change in Westfield's development policies.

Springfield

Springfield borders Westfield for a short distance in the northeastern portion of Town. Two zones in Springfield are located in this area: a planned unit development zone (50 acre minimum tract size) and an open space-government zone. The planned unit development zone permits residential uses and certain nonresidential uses. It is located adjacent to the proposed office-research zone in Westfield, which is comprised of the existing office development on Cardinale Drive. Given the fact that the Cardinale Drive development exists, it is not practical to change the zoning to eliminate any incompatibility. Effective buffering of incompatible uses is the most appropriate remedy.

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The open space-government zone in Springfield coincides with the Union County park in this location. The park also continues into Westfield in this location, however the Master Plan proposes single-family residential zoning for the parkland. Due to the unlikelihood of any development except for recreational use on the County park property, it makes little difference what Springfield or Westfield zone the land. Therefore, there is de facto compatibility in this area. If the unlikely occurs and Union County sells its parkland or develops it for other uses, then Springfield would in all probability revise its zoning.

A new Springfield master plan was adopted in 1997, and includes a new housing element. The housing element proposes to amend the planned unit development (PUD) zone on Springfield Avenue adjacent to Westfield so as to replace some areas originally planned for offices with townhouse development. This change does not affect the land use of the portion of the PUD near Westfield, and does not appear to necessitate a change in Westfield's development policies.

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