

REDEVELOPMENT PLAN

for

Hartz Mountain Site

*Block 64, Lots 1 & 4
192 Bloomfield Avenue
and
Block 63, Lot 77*

***TOWNSHIP OF BLOOMFIELD
ESSEX COUNTY, NEW JERSEY***

ADOPTED BY TOWNSHIP COUNCIL
August 13, 2012
Referred by Bloomfield Planning Board on
July 10, 2012



Prepared by:

David G. Roberts, PP, AICP, LLA,



NJ License No. 3108



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192 Bloomfield Avenue
Block 64, Lots 1 & 4
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Township of Bloomfield

PREPARED BY:



A handwritten signature in black ink that reads 'David G. Roberts'.

David G. Roberts, PP, AICP, LLA,
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I – INTRODUCTION AND PROJECT DESCRIPTION

The Hartz Pet Food Company (now Hartz Mountain Corporation) started as a bird food manufacturer in 1926, and expanded to include fish, dog, cat and other products by the 1960s, which is when it acquired and moved into the facility 192 Bloomfield Avenue, which was constructed in the 1930s. Hartz expanded the plant at various times during the rest of the 20th Century as they diversified into publishing and real estate subsidiaries and grew into a national corporate giant employing a total of 2,100 people and earning \$977 million by 2000, when the company was acquired by J.W. Childs Associates in a management-led buyout.¹

In 2010, Hartz announced that they would close the plant at 192 Bloomfield Avenue and consolidate its operations at a site in Ohio because the obsolete arrangement and inefficient floor plans of the multiple buildings on the site had made it too costly to operate. The plant was to be phased out during 2011 and its 180 employees were laid off.²

With the age and inefficient layout making the acquisition and continued use of the 16.5 acre property for manufacturing unlikely, the Township of Bloomfield determined that it would be in the public interest to develop a redevelopment plan for the site based upon the Township-wide Area In Need of Rehabilitation designation, which was first made in 2001 and re-affirmed several years later.



Image of one of the buildings on the Hartz Mountain Site when in full operation.

¹ <http://www.referenceforbusiness.com/history2/87/The-Hartz-Mountain-Corporation.html>

² “Hartz Mountain to leave Bloomfield”, Star Ledger, Halley Bondy, February 2, 2010.

II – PLAN OVERVIEW AND BACKGROUND

A. Plan Intent and Purpose

The intent of the Plan is to permit the redevelopment of the Hartz Mountain Site, a century-old manufacturing plant that has closed and is for sale. The Hartz Mountain Site will be redeveloped as a mix of residential and neighborhood retail uses designed to serve not only the high volume of vehicular traffic on Bloomfield Avenue, but be oriented to the transit rich neighborhood between the Watsessing Train Station to the west and the multiple bus lines that travel Bloomfield Avenue and the bus stops located through the area.

The Watsessing Train Station is one of three train stations in the Township of Bloomfield. The Bloomfield Avenue Station is also located on the Montclair Branch of the Morris and Essex Line and is north of the Watsessing Station. The commuter ridership on that line has increased dramatically (from 200 to 450 riders) with the completion of the Montclair Connection that links it to the Midtown Direct line. The third rail station in Bloomfield is the Grove Street Station, which is located at the end of the Newark City Light Rail (Subway) line within a block of the Hartz Mountain Site.

The light rail line was extended along a freight rail right-of-way owned by Norfolk Southern in 2002 and the Grove Street station includes a loop and maintenance yard for light rail vehicles. The Norfolk Southern freight rail line continues across Grove Street and Bloomfield Avenue past the Hartz Mountain Site and on into the City of East Orange, although the ROW is interrupted by its intersection with the Morris and Essex commuter line just west of the Watsessing Station. Hartz Mountain was the sole remaining user of the

freight rail line at the eastern end until it ceased operations and the line no longer has an active user beyond the Grove Street Station.

In addition to the train service, there are eight bus routes, five of which travel Bloomfield Avenue and one (94) that travels Watsessing Avenue via Myrtle Street and Dodd Street. The 34 and 92 bus routes run along Evergreen and past the Federal Plaza industrial park that includes one of the Hartz parcels. There are twelve bus stops within the study area, six of which are along Bloomfield Avenue. The Hartz Site is served by a bus stop on Bloomfield and a bus stop on Watsessing Ave. The bus stop on Bloomfield Avenue is served by “Go Bus 28”, which links the Hartz Site with major employment centers in downtown Newark and at Newark Liberty International Airport with frequent service nearly 24 hours a day.



The new mixed residential and neighborhood retail redevelopment of the Hartz Mountain Site will accommodate a growing residential population that desire reasonably priced housing for lifestyle and economic needs.



B. Declaration of Need of Rehabilitation

“Rehabilitation Area” or “Area in Need of Rehabilitation” is defined in Section 40A:12A-3 of the Local Redevelopment and Housing Act (LRHA) as “any area determined to be in need of rehabilitation pursuant to Section 14 of P.L. 1992, c.79 (C.40A:12A-14).

The Township governing body had determined that that the entire municipality is in need of rehabilitation in accordance with the provisions of the LRHA and adopted a resolution reflecting this determination in 2001. The designation was re-evaluated and reaffirmed by the governing body several years later.

C. Plan Area Location and Description

The Redevelopment Plan Area that is addressed by this Redevelopment Plan includes the properties associated with the Hartz Mountain Site (see Figures 1 – 3).

The Hartz Mountain Site is part of a larger Study Area for the Watsessing Station Transit Oriented Development (TOD) Plan being undertaken by the Township with a Smart Future Grant from the New Jersey Office of Planning Advocacy (see Figure 4). The TOD Plan seeks to modify land use, zoning and design parameters to provide sufficient “critical mass” of residential and neighborhood services within walking distance (quarter to half mile) of the Watsessing Station. In addition, the Hartz site is across Bloomfield Avenue a block away from the Grove Street Station at the end of the Newark Light Rail (subway) system and linked by the former freight rail line that formerly served the Hartz factory on the site.

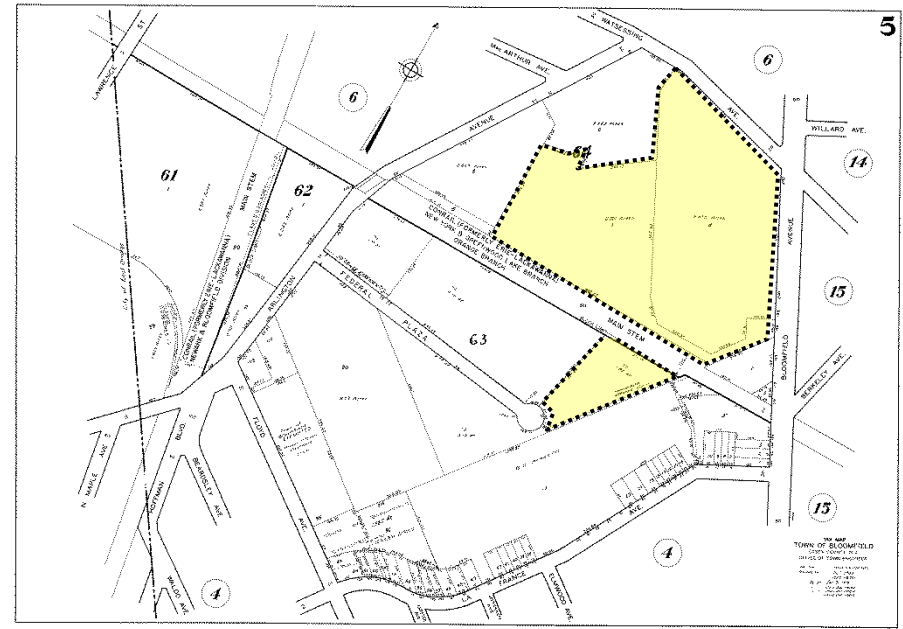


Figure 1: Hartz Redevelopment Plan Area - Tax Map

D. Local Setting and Surrounding Land Uses

Surrounding land uses within the TOD Study Area are comprised of a mixture of residential, commercial and industrial uses. Industrial uses dot the Study Area, but most manufacturing uses are either vacant (Hartz Site), being converted to high density residential (5 Lawrence Street/Prism) or cleared and undergoing remediation (Westinghouse Site). These three major industrial sites were identified in the 2008 Master Plan Update as being appropriate for redevelopment or rehabilitation, either via rezoning or redevelopment plan, into residential, mixed use or retail uses to build up the neighborhood around the Watsessing Station. Residential neighborhoods are in pockets of several blocks or, in some cases, only one block

or one side of a block. Community retail uses, such as the Home Depot, are isolated and somewhat out of place.

E. Site Characteristics

The Redevelopment Plan Area is comprised of a 16.5 acre property currently occupied by the former facilities of Hartz Mountain (Hartz), including a 1.82 acre parcel (Block 63, Lot 77) that fronts on Federal Plaza opposite the main tract along the freight rail line (see Figures 1-3). The Hartz site is part of the Watsessing Station TOD Plan Study Area (Figure 4) which is 256 acres in size.

F. Existing Zoning

The Redevelopment Plan Area's current zoning designation is M1: "General Industrial." The M-1 Zone permits a number of uses:

- Offices.
- Manufacturing.
- Automobile sales.
- Research laboratories.
- Public buildings.
- Public utilities.
- Educational institutions.
- Public parks.
- Warehousing and self storage.
- Parking facilities.
- Outdoor storage.

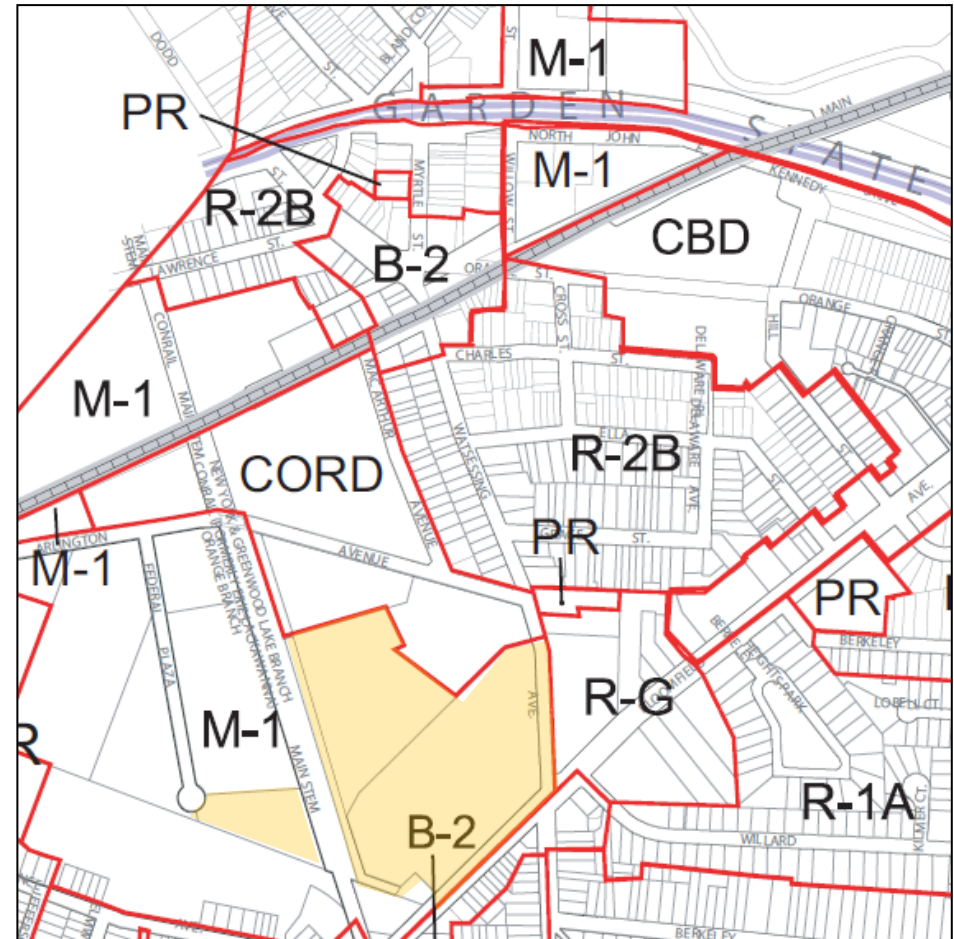


Figure 2: Existing Zoning





Figure 3: Aerial View of Hartz Redevelopment Plan Area

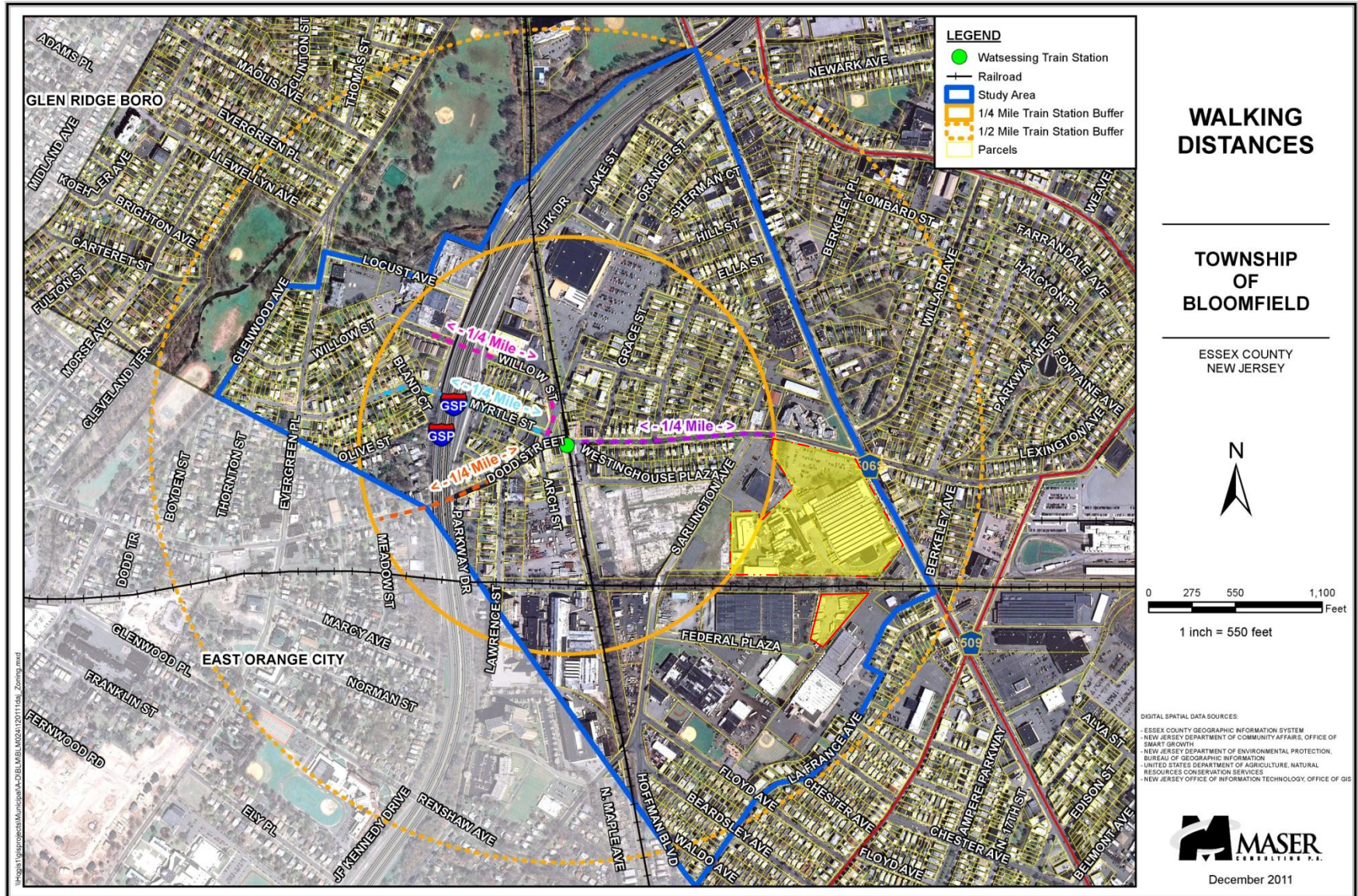
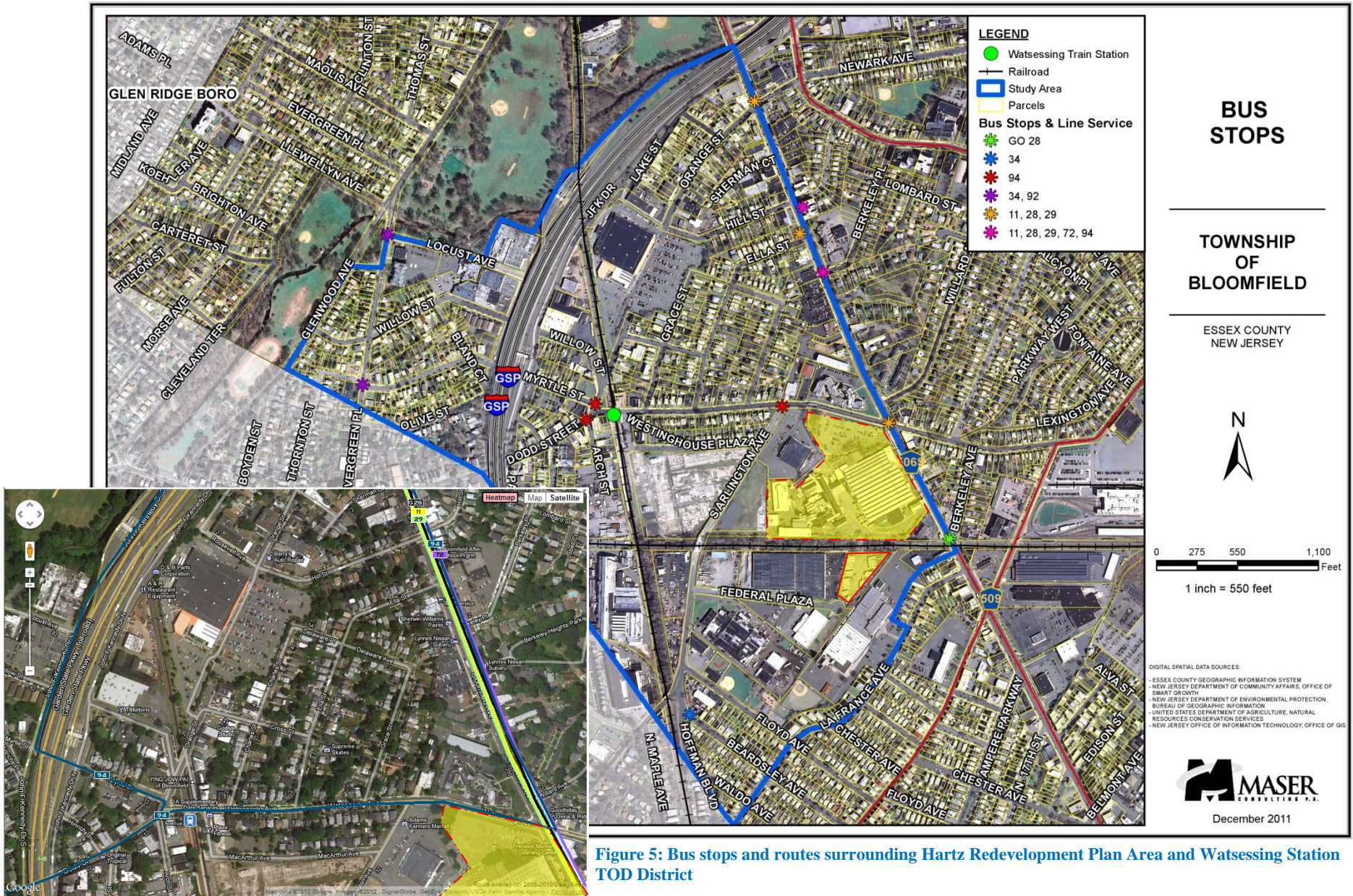


Figure 4: Hartz Redevelopment Plan Area within proposed Watsessing Station Transit Oriented Development Study Area





III – PLAN VISION AND GOALS

A. Plan Vision

The vision of the Redevelopment Plan is to encourage the development of residential uses and neighborhood services as appropriate infill development for the Hartz Mountain Site that supports and strengthens the existing diverse Watsessing neighborhood and encourages the use of the extensive bus and rail network within close proximity.

Infill sites have been defined as contiguous areas with boundaries that border parcels of which 75% are individually at least 50% percent previously developed and in aggregate are at least 75% previously developed.³ The Redevelopment Plan Area borders parcels that are all completely previously developed with diverse uses such as single family and multifamily residential, commercial uses and scattered neighborhood retail services.

The provision of additional housing opportunities at higher densities convenient to multiple transit options would have a positive impact on the overall Watsessing neighborhood. Residential and mixed-use development would be most compatible with the character of the area and contribute to the diversity of housing choices. The redevelopment of the site to include additional neighborhood retail that would be accessible both to pedestrians from the existing and proposed residential base and visible to the heavily traveled Bloomfield Avenue will help to

ensure its economic viability without creating adverse competition for other retail services present in the larger TOD Study Area nearer to Watsessing Station. The residential area would support both existing and new businesses in the neighborhood. The development would have a positive impact on the neighborhood and quality of life for the area.

B. Plan Goals

1. Land Use

- a) To provide for new and more appropriate use of the Redevelopment Plan Area by reinventing a former industrial property situated adjacent to freight rail access to higher density residential uses which support neighborhood retail within walking distance to bus and rail transit.
- b) To provide for a mixed-use environment to serve a variety of community needs by catalyzing a revitalization of the Bloomfield Avenue corridor and Watsessing Center through an infusion of new residents within walking distance.
- c) Encourage the redevelopment of other brownfield sites within the proposed TOD Study Area with residential uses in a manner that enables maximum connectivity within the entire neighborhood.
- d) Promote a multi-story residential design that utilizes traditional design and planning concepts combined with modern architectural elements

³ LEED for Neighborhood Development 2009 Rating System



that create a sense of place and attractive livable environment.

- e) Create a development that is pedestrian oriented in its scale and design of circulation and open space and interconnected with the surrounding land uses.

2. Traffic Circulation

- a) Support and improve upon street network and non-vehicular mobility that ensures proper vehicular traffic circulation while maintaining a pedestrian friendly environment.
- b) Ensure sufficient, safe and secure access to the Hartz Mountain Site, which integrates with the existing roadway system.
- c) Minimize traffic congestion by encouraging reliance on mass transit as a convenient and practical mode of transportation consistent with transit-oriented development and smart growth principles.
- d) Provide opportunities to utilize bicycle transportation, including adequate bicycle facilities.

3. Parking

- a) Provide adequate parking standards that meet actual parking current and future demand, taking into consideration the extraordinary access to public transit around the Hartz site.

- b) Encourage parking area location and access design, which integrate with and minimize the interference with pedestrian flow and open spaces to be created within the site.
- c) If parking is permitted by the Township on Watsessing Avenue it shall not be counted toward meeting the parking requirement of this Plan.
- d) Provide for shared parking standards for integrated mixed commercial/residential development.

IV – REQUIRED DEVELOPMENT PLAN COMPONENTS

Pursuant to Section 40A:12A-7 of the New Jersey Local Redevelopment Housing Law (LRHL), redevelopment plans shall include for the planning, development, redevelopment, or rehabilitation of the project area sufficient to include the following:

1. The plan relationship to definite local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.



3. Adequate provisions for the temporary and permanent relocation, as necessary, of residents in the project area.
4. An identification of any property within the redevelopment area, which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities; (b) the master plan of the county in which the municipality is located; (c) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act”, P.L. 1985, c398 (C.52:18A-196 et al.)
6. Description of the plan relationship to pertinent municipal development regulations as defined in the “Municipal Land Use Law” (MLUL). The plan shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area.
7. All provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan.

V – PROPOSED REDEVELOPMENT ACTION

This project may be constructed in phases and include mixed-use development, residential, retail and commercial, as well as shared parking arrangements.

VI – ADMINISTRATIVE PROVISIONS OF PLAN

1. The Redevelopment Plan shall supersede the applicable provisions of the Township of Bloomfield Zoning and Land Development Ordinance. The plan also incorporates Design Guidelines, including signage, landscaping, and architectural standards, which shall apply to development within the Redevelopment Plan Area regardless of amendments, revisions, additions, or deletions to the Bloomfield Zoning and Land Development Ordinance unless this Plan is also amended by ordinance or unless a waiver of any of the Design Guidelines is granted by the Bloomfield Planning Board as part of a Site Plan Approval.
2. Any development within the Redevelopment Plan Area shall be substantially consistent with the guidelines, standards and requirements provided in this Plan and the specific Land Use and Building Regulations provided in the Plan.
3. With the exception of routine maintenance and minor repairs, no building permit shall be issued for any new construction, reconstruction or rehabilitation of an existing structure without prior site plan review and approval by the Planning Board.
4. The site plan review shall be conducted by the Planning Board in accordance with N.J.S.A. 40:55D-1 at. Seq. The Planning Board may require additional studies and analyses (including but not limited to parking and traffic studies and sanitary and storm water reports) as deemed necessary by the Board to determine the adequacy of existing and proposed utilities and



infrastructures improvements to service the proposed project.

5. Any subdivision of land within the Redevelopment Plan Area for purposes of conveyance or financing of portions of the redevelopment project governed by this redevelopment plan shall be permitted, provided that the entire redevelopment project shall be in accordance with this Redevelopment Plan and such subdivision shall be reviewed and approved by the Planning Board in accordance with the procedures and notice requirements set forth in the Municipal Land Use Law (MLUL), and in accordance with the Township of Bloomfield Zoning and Land Development Regulations not superseded by this Plan.
6. The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan classified as “c” or bulk variances and such deviation shall not be considered an amendment to this Redevelopment Plan, where by reason of exceptional narrowness, shallowness or shape of a specific piece of property within the Redevelopment Area, or by reason of exceptional topographic conditions or physical features uniquely affecting a specific piece of property, or by reason of an extraordinary situation uniquely affecting a specific piece of property or existing structures lawfully constructed thereon, the strict application of the regulation of the Redevelopment Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon the developer of such property. For purposes of this Plan any standard referenced with the term “shall” will require a deviation under this subsection.
7. The Planning Board may also grant deviations from the regulations contained within this Redevelopment Plan when the purposes of this Redevelopment Plan would be advanced by the deviation and the benefit of the deviation would substantially outweigh any detriments.
8. The Planning Board may grant exceptions and waivers from design standards and Site Plan or Subdivision requirements provided that such waiver would advance the general intent and purpose of this Redevelopment Plan and that literal enforcement of the provisions of the Plan will result in undue hardship to the developer due to particular and exceptional conditions pertaining to Redevelopment Plan Area. No deviations may be granted under the provisions of this section unless the grant of the deviation will not result in substantial detriment to the public good and will not substantially impair the intent and purpose of this Redevelopment Plan. For purposes of this Plan any standard referenced with the term “should” will require a waiver under this subsection.
9. The Zoning Board of Adjustment may NOT grant deviations from the regulations contained in this Redevelopment Plan.
10. An amendment to the Redevelopment Plan shall be required where a deviation would result in permitting or expanding a use not specifically permitted in this Plan, except that an increase by more than ten percent (10%) or 10 feet of the permitted maximum height, or an increase in the density of that permitted in this Plan may be permitted by the Redevelopment Entity in a

redevelopment agreement as a bonus to reward a redeveloper for providing a specific benefit to the surrounding neighborhood and the Township as a whole.

11. Any word, phrase, clause, section or provision of this plan, found by a court or other jurisdiction to be invalid, illegal or unconstitutional, such word, phrase, clause, section or provision shall be deemed severable and the remainder of the Plan shall remain in full force and effect.

VII – LAND USE REGULATIONS

A. Permitted Uses

1. Redevelopment Plan Area

- a) Residential apartment buildings subject to the following:
- 1) The apartment shall contain a kitchen, bathroom, and living room and shall contain a minimum of 700 gross square feet of net rentable floor area.
 - 2) Residential unit mix within the development shall meet the following standards:
 - All dwelling units shall contain not more nor less than two-bedrooms

- b) Townhouse developments consisting of not less than two or more than three bedroom attached units not to exceed three and one half stories.
- c) Mixed-use buildings with residential units as permitted in 1-a above, but with street level retail uses fronting on Bloomfield Avenue.
- d) Live /work units. A live/work unit is a building that provides residential on the upper floors and work space within the same building, usually on the ground floor, some of whose residents might work there and some of which might accommodate non-resident employees.
- e) Neighborhood Services, fronting on Watsessing Avenue and Bloomfield Avenue including:
 - Retail sales and services;
 - Food Stores;
 - Coffee shops which may offer drive-through services;
 - Newspaper/magazine stands;
 - Fitness centers;
 - Studios for art, dance, and other instructional activities;
 - Licensed Day Care Facilities
 - Fast food restaurants without drive-through services;
 - Personal services, including physical therapy services;
 - Outdoor dining;
 - Public & private schools, including technical or physical training services and music-dance studios;



- Child and adult day care centers;
- Garden centers;
- Restaurants and bars, without drive-through services; and
- Pharmacies, Banks and savings-and-loan institutions, which may offer drive-through services.

f) Parks, playgrounds, and other passive recreational uses (ex. walking paths)

g) Municipal Uses/DPW – (Block 63, Lot 77 only)

B. Permitted Accessory Uses and Structures

1. Off-street parking
2. Loading facilities
3. Fences and walls
4. Awnings
5. Leasing office for on-site management
6. Maintenance building and maintenance yards associated with the upkeep of the grounds
7. Recreational facilities serving the residents of the redevelopment project. Examples include tennis courts, exercise stations and swimming pools.
8. Community Gardens
9. Plazas, residential squares, pocket parks.
10. Street furniture including but not limited to outdoor tables, benches, gazebos, planters etc.
11. Trash storage areas appropriately screened
12. Garages for residential uses
13. Bus shelters
14. Signs
15. Solar panels, subject to Site Plan Approval

C. Prohibited Uses

Any use not specifically listed as a permitted or accessory use is prohibited.

D. Area and Bulk Requirements

The following area and bulk requirements shall apply to projects within the Redevelopment Area in its entirety :

Area and Bulk Requirements	
Regulation	Requirement
Minimum Redevelopment Project Area (acres)	16.5 acres
Residential Density	35 units/acre on Block 63, Lot 77 and Residential Portion of Land Use Allocation Map (Fig. 6)
Maximum Building Height (feet/stories)	55 feet / 4 stories
Maximum Building Coverage	60%
Maximum Impervious Coverage	85%
Minimum Open Space Areas	15%

NOTES:

- 1) The Land Use Allocation Map (Figure 6) is meant to provide general guidance for the allocation of residential and nonresidential uses on Block 64, Lots 1 and 4, but final determination of land use allocation may be modified within the concept plan required to be incorporated into the Redeveloper Agreement.



- 2) The total number of residential units will be subject to a conceptual site plan approved by the Redevelopment Entity and attached to the Redevelopment Agreement. Final density will be arrived at by conformance to the site development standards of the Redevelopment Plan and an assessment of an acceptable project impact on physical infrastructure capacity, level of service and school and municipal service capacity.
- 3) Building height regulated by this section shall be measured from the average elevation of the finished grade around the base of the building to the midpoint of the distance between the eave and the roof ridge or the top of flat roofs below the parapet of the structure

if a flat roof.

If a parking area is provided under the building, this shall not count as a story.

E. Design Standards

1. Residential

A. Building Setbacks

- Minimum setback from Redevelopment Plan Area boundary (except when boundary is an exterior street); twenty (20) feet
- Minimum setback from exterior streets: ten (10) feet
- Setback from interior street right-of-way: 10 feet to maximum 15 feet
 - Setback from rear parking area stalls: ten (10) feet

B. Minimum Building Height Variation

Building height shall be varied within the overall redevelopment project to create visual diversity within building clusters. The building heights shall be in compliance with the following standards:

- 1-story buildings; maximum of 25% of total site acreage (3.6 acres)
- 3-story buildings: minimum 10% of total building structures within Residential Land Use portion of the Land Use Allocation Area (see Figure 6).
- 4-story buildings: maximum 50% of total building structures within Residential Land Use portion of the Land Use Allocation Area.

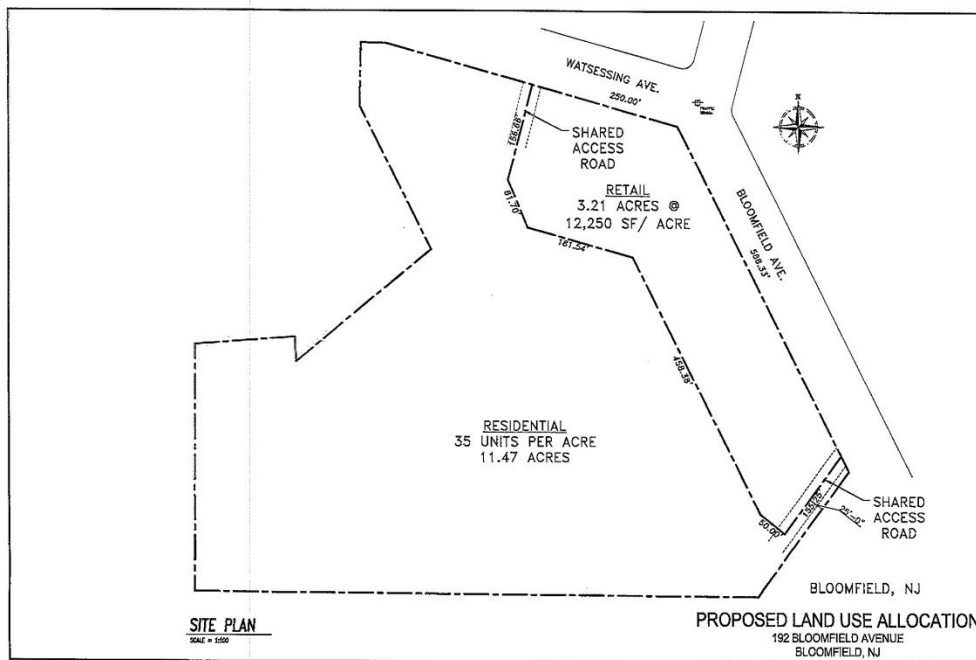


Figure 6: Land Use Allocation Map



C. Open Space Standards

- Minimum of 15% of the Redevelopment Plan Area shall be set aside as open space available to the residents of the future development of the Redevelopment Plan Area.
- Open Space areas shall be delineated on the concept plan submitted for review by the Redevelopment Entity and incorporated into the Redevelopment Agreement.
- The Open Space shall be located throughout the residential portion of the site and shall be designed and built with trees and lawn and accommodation for at least one type of active recreational facility (playground equipment, fitness center, shuffleboard or bocce court, etc).

F. Parking Requirements

1. The minimum number of parking spaces shall be the applicable number as follows:
 - a) Residential – It is the objective of this Plan to ensure sufficient parking to meet the needs of the redevelopment project without **overbuilding surface parking lots** and that parking be distributed in a way that is convenient to all of its residents. The concept plan submitted to the Redevelopment Entity for incorporation into the Redevelopment Agreement shall be designed with parking distributed so that at least 1.4 parking spaces per unit are provided, with the parking

requirements set forth in the Residential Site Improvement Standards (RSIS), as amended, serving as the upper limit of the residential parking to be provided.

- b) A non-residential off-street parking ratio of 1 space / 300 square feet of gross floor area. For residential units in a mixed-use structure or live/work unit, a twenty-five (25) percent reduction in the RSIS required residential parking standard for residential uses can be permitted to account for shared parking opportunities.
2. Location – All off-street parking shall be located so as to provide for convenient access while accommodating safe pedestrian circulation between various buildings on the site.
3. All on-street parking along new *interior* streets within the Redevelopment Plan Area will be counted toward satisfying the overall parking requirement.

G. Organization of Uses on the Site (Land Plan)

The organization of the Redevelopment Plan Area is flexible, but the Land Use Allocation Plan (Figure 6) should guide the concept plan required for incorporation into the Redevelopment Agreement.



VIII – ACQUISITION PLAN

Not applicable. This Redevelopment Plan is enabled through the designation of the Township of Bloomfield in its entirety as an Area In Need of Rehabilitation. A Redevelopment Plan adopted for all or a portion of an Area In Need Of Rehabilitation avails the Redevelopment Entity of all of the powers under Section 8 of the Local Redevelopment and Housing Law (NJSA 40A:12A-8) except the power to acquire private property through the use of Eminent Domain for purposes of redevelopment by a redeveloper.

IX – RELOCATION PLAN

Not applicable. No residential units are currently located on the site. As such, no relocation plan is necessary.

X – AFFORDABLE HOUSING REQUIREMENTS

A. Inventory of Affordable Housing

N.J.S.A. 40A:12A-7 requires an inventory of all housing units affordable to low and moderate income households, as defined pursuant to section 4 of P.L.1985, c.222 (C.52:27D-304), that are to be removed as a result of implementation of the Redevelopment Plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure. In response to this requirement, there are no housing units affordable to low and moderate income households as defined pursuant to section 4 of P.L.1985, c.222 (C.52:27D-304) that will be removed as a result of implementation of this Redevelopment Plan.

B. Plan for the Provision of Affordable Replacement Housing

N.J.S.A. 40A:12A-7 requires a plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of a redevelopment plan. In response to this requirement, the implementation of this Redevelopment Plan does not result in the removal of any affordable housing unit that is subject to affordability controls.

XI – OFF TRACT IMPROVEMENTS

The designated redeveloper or other such party responsible for the development of the property governed by this Redevelopment Plan for which a redevelopment agreement is required will be responsible for the cost of any installation or upgrade of infrastructure related to their project whether on-site or off-site. Infrastructure items include but are not limited to gas, electric, water, sanitary and storm sewers, traffic control devices, telecommunications, streets, curbs, sidewalks, street lighting and street trees. Subject to reimbursement from other benefited parties, if any, the Redeveloper will assume and pay the entire cost for any increase in the size or scope of the existing off-site infrastructure and new off-site infrastructure and ancillary facilities as may be required by the Mayor and Council, Essex County or other agencies of jurisdiction specifically for purposes of supporting the project. The extent of the redeveloper's responsibility will be outlined in the redeveloper's agreement with the Township. Off-site responsibility for properties not covered under the



redevelopment agreement will be determined during the permit and/or site plan review phases. All infrastructure improvements will comply with applicable local, state and federal codes including the Americans with Disabilities Act. All utilities will be placed underground.

XII - CONSISTENCY WITH TOWNSHIP MASTER PLAN AND ZONING ORDINANCE

The Bloomfield Planning Board worked with a planning consultant on a combination Reexamination Report and Master Plan Update adopted in 2008. The Master Plan Update addresses the subject site among many other M-1 Zoning districts and recommended that residential and neighborhood retail uses be permitted as an “overlay” of the Commuter Oriented Residential District (CORD) that was created for the Westinghouse brownfield site adjacent to the Watsessing Station to the north and the Hartz property to the south.

While the Draft Master Plan did not reference the preparation of this Redevelopment Plan to address the zoning for the Redevelopment Plan Area, this Plan will, in fact, provide the standards for what will effectuate the Master Plan recommendation in that will require the site to be developed in its entirety in accordance with a concept plan attached to a Redevelopment Agreement. A Planned Unit Development is also often addressed through a developer’s agreement that provides a phasing schedule. Essentially this Redevelopment Plan provides the zoning framework that enables the effectuation of the 2008 Master Plan Update with regard to the Redevelopment Plan Area.

XIII – CONSISTENCY WITH STATE AND LOCAL PLANS AND REGULATIONS

A. Local Plans

This Redevelopment Plan is consistent with the diverse residential and neighborhood retail character of both the East Orange and Belleville neighborhoods along the common border with the two towns. The only municipality within close proximity to the Redevelopment Plan Area governed by this Redevelopment Plan is the City of East Orange on the opposite side of the commuter rail line that serves Watsessing Station (see Figure 7). The Grove Street Station of the Newark Light Rail system connects the Redevelopment Plan Area with portions of Belleville Township and extends to downtown Newark. The proposed redevelopment is consistent with prevailing neighborhood patterns in East Orange, Belleville and Newark.



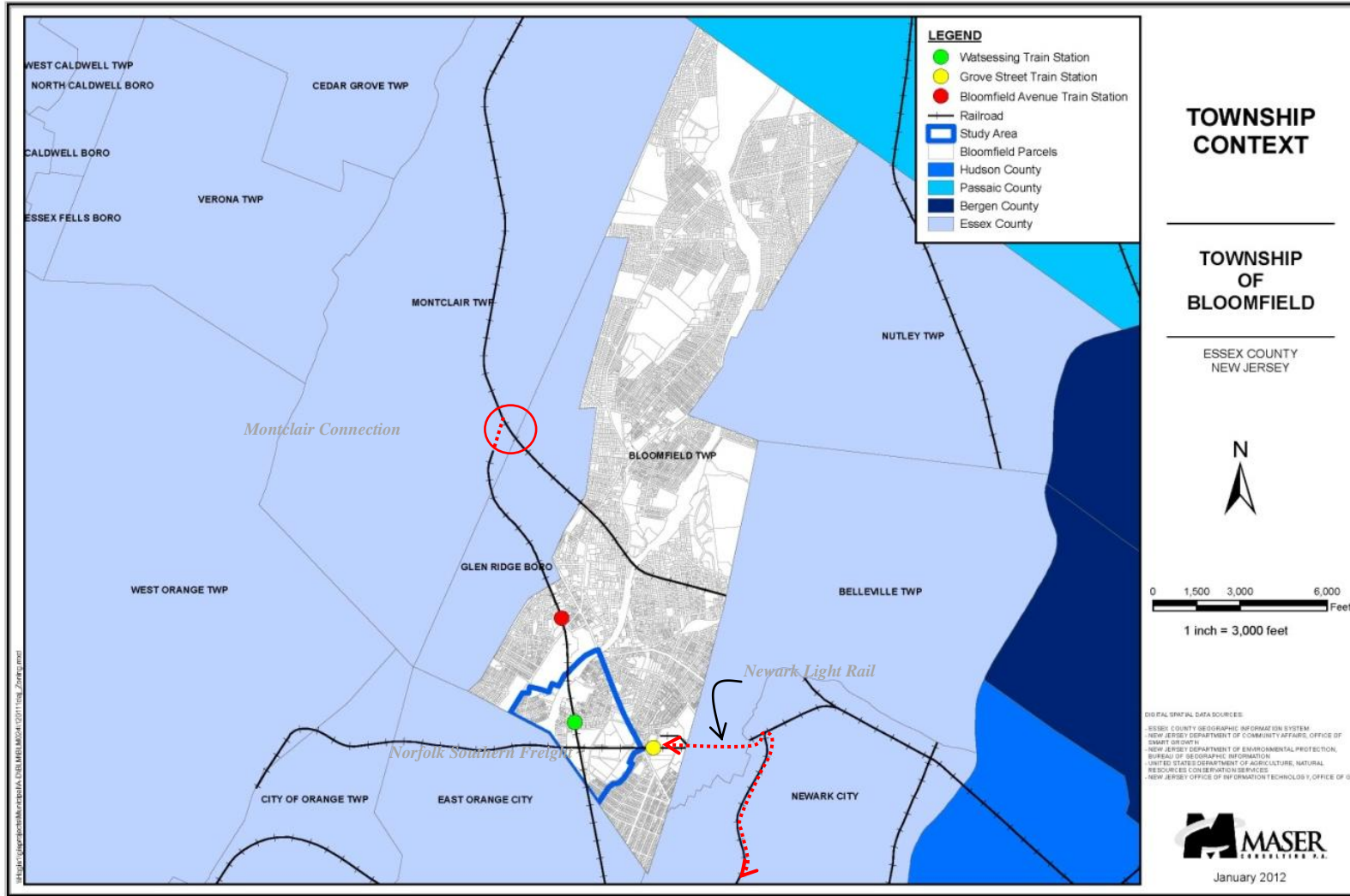


Figure 7: Redevelopment Plan Area context with adjoining municipalities.



B. State Development and Redevelopment Plan

Redeveloping this property is in the spirit of the State Development and Redevelopment Plan (SDRP) intent to provide a means to renew New Jersey's older municipalities, maintain a healthy tax base, and to improve quality of life for residents.

Planning Area 1 – Metropolitan Planning Area, in which the Redevelopment Plan Area is located, is comprised of communities that are fully developed, or almost fully developed, with little vacant land available for new development. The PA 1 constitutes two-thirds of New Jersey's population and jobs and will continue to accommodate growth. Communities within this planning area supply a range of housing opportunities and everyday commercial needs. Good design can accommodate high density development with amenities that include parking, shopping, parks and schools within close proximity and with access to employment centers.

The SDRP notes that communities within the PA 1 have many things in common, including:

- Mature settlement patterns resulting in diminished supply of vacant land;
- Infrastructure systems that generally are beyond or approaching their reasonable life expectancy;
- The need to rehabilitate housing to meet ever changing market standards;
- The recognition that redevelopment is, or will be in the not-too-distant future, the predominant form of growth.

The intent of the Metropolitan Planning Area 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.

These goals will be met by strategies, among others, to upgrade or replace aging infrastructure; retain and expand employment opportunities; and upgrade and expand housing to attract a balanced residential population.

The redevelopment of the Redevelopment Plan Area is consistent with the SDRP's goal to upgrade existing infrastructure and housing stock, provide for additional housing at a density that will accommodate growth, and provide housing choice to residents.

Principles of Smart Growth

The proposed redevelopment of the Redevelopment Plan Area embodies many of the universally recognized principles of smart growth.

- **Create Range of Housing Opportunities and Choices**
Providing quality housing for people of all income levels is an integral component in any smart growth strategy.
- **Create Walkable Neighborhoods**
Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth.
- **Foster Distinctive, Attractive Communities with a Strong Sense of Place**
Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and

distinctiveness, as well as expanded choices in housing and transportation.

- **Make Development Decisions Predictable, Fair and Cost Effective**

For a community to be successful in implementing smart growth, it must be embraced by the private sector.

- **Mix Land Uses**

Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live.

- **Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas**

Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our community's quality of life, and guiding new growth into existing communities.

- **Provide a Variety of Transportation Choices**

Providing people with more choices in housing, shopping, communities, and transportation is a key aim of smart growth.

- **Strengthen and Direct Development Towards Existing Communities**

Smart growth directs development towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and conserve open space and irreplaceable natural resources on the urban fringe.

Source: Smart Growth Network www.smartgrowth.org

XIV – PROCEDURE FOR AMENDING THE PLAN

The Redevelopment Plan may be amended from time to time upon compliance with the requirements of the law. The Redevelopment Entity, at its sole discretion, may require the party requesting the amendment prepare a study of the impact of the amendment, which study must be prepared by a Professional Planner, licensed in the State of New Jersey.

XV – SEVERABILITY / VALIDITY OF ORDINANCE

If any section, paragraph, division, subdivision, clause or provision of this Plan shall be judged by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged and the remainder of this Plan shall be deemed valid and effective.

XVI – INTERIM USES

Interim uses may be established subject to site plan approval and agreement between the developers and the Township Redevelopment Entity. Interim uses may be granted for a period of up to three years and may be renewed for an additional period of up to two years at the discretion of the Township Redevelopment Entity.

XVII – NON-DISCRIMINATION USES

No covenant, lease, conveyance, or other instrument shall be affected or executed by the Township governing body or by a developer or any of his/her successors or assignees whereby land



within the Redevelopment Plan Area is restricted by the governing body or the developers upon race, creed, color, or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants running with the land forever will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Redevelopment Plan Area on the basis of race, creed, color or national origin.

XVIII – ECONOMIC REDEVELOPMENT AND GROWTH GRANT PROGRAM

The Redevelopment Plan recognizes that the redeveloper may be eligible to receive funds from the Economic Redevelopment and Growth Grant program due to the Redevelopment Plan Area's location within the Metropolitan planning area (PA-1) as designated in the State Development and Redevelopment Plan. The developer may enter into agreement to benefit from this state program and shall not be precluded from doing so in an effort to redevelop the Redevelopment Plan Area. However should this program require or affect the Redevelopment Plan, it shall be subject to approval by the Bloomfield Township Redevelopment Entity (Township Council).

The redeveloper may also enter into a redevelopment incentive agreement with the Township of Bloomfield where the municipality pledges the incremental revenue increases from payments in lieu of taxes under the long or short term tax exemption laws, lease payments made to the municipality by the developer or its successors, and property taxes.

XIX – DESIGN GUIDELINES

A. General Design Principles

The purpose of the guidelines in this Section is to provide direction in the design and implementation of this Plan. The use of the term “should” indicates a preferred and desirable standard. The use of the term “shall” indicates a mandatory standard. Relief from a mandatory standard may be granted by the Planning Board unless otherwise specified in this Plan.

1. The planning of the Hartz Mountain Site redevelopment site will be organized around a clear vehicular and pedestrian circulation system enhanced by an open space system that supports an identifiable, well-designed building massing and architecture. Through adherence to well planned design principles, the Hartz Mountain Site redevelopment will be designed as an architecturally pleasing, memorable place for its residents to call home.
2. The primary street circulation should emphasize an internal connectivity and sufficient connectivity with the street system of the surrounding neighborhood to integrate the site with the neighborhood rather than have the site become an exclusive “island”.
3. On-street parking is encouraged within the Redevelopment Plan Area wherever possible to provide residential and guest parking as well as continue the character of the surrounding neighborhood.

4. The primary pedestrian circulation should coincide with the primary street system. A secondary pedestrian and bicycle circulation system may link the residential and retail portions of the site to internal open spaces and connect to off-site pathways.
5. Site, street, and pedestrian lighting shall be in conformance with the standards of this Redevelopment Plan.
6. Streetscaping and landscaping should be used to enhance the pedestrian experience and general safety in conformance with the standards of the Redevelopment Plan.
7. Through careful street circulation and open space planning, the development can be organized into “residential clusters” within the overall development.
8. Building placement, massing and architecture architectural design should be varied yet may maintain common elements of design throughout the overall redevelopment to ensure a cohesive architectural character.
9. For all new construction governed by this Redevelopment Plan, the management of stormwater runoff shall be designed to utilize Best Management Practices (BMPs) intended to maximize recharge and remove pollutants. All stormwater management basins should be designed in accordance with applicable State, County and Township requirements.
11. Landscaping and street trees
 - (a) Planting Details (General) – Plant selection should conform to the following general design principles:
 - i. All landscape plants should be native species and typical full specimens conforming to the American Association of Nurserymen Standards (ANA) for quality and installation.
 - ii. Local soil conditions and water availability should be considered in the plant selection. All plants shall be tolerant of specific site conditions.
 - iii. Landscaping shall not inhibit access by emergency vehicles or inhibit visibility within required vehicular sight triangles.
 - iv. An appropriate variety of tree species should be provided to avoid die-out due to species-specific diseases.
 - (b) Street Tree Details – In addition to the requirements found in this Redevelopment Plan, street trees should be provided in accordance with the following:
 - (1) Street trees should be provided on both sides of at least 60% of new and existing streets within the Redevelopment Plan Area and on the Redevelopment Plan Area side of bordering streets.
 - (2) The number of street trees should average one for every 35 linear feet of property frontage.
 - (3) Spacing between trees should be determined based upon species selection. In general, trees should be between 30 and 50 feet on center, averaging no



more than 40 feet on center (excluding driveways and utility vaults).

- (4) Trees should be a minimum of two and one-half to three inches caliper, based on ANA standards.
- (5) Trees are to be disease resistant and tolerant of road salts and air pollution.
- (6) On properties with more than one tree species, species should not be alternated one-by-one; instead a single species shall be grouped together to create a canopy effect.
- (7) Branching height should bear a relationship to the size and species of tree but shall have a minimum clearance height of seven feet above grade before branching begins.

12. Buffer Details – A landscaped buffer shall be provided around surface parking lots and around the perimeter of new development sites in accordance with the following:

- (a) A shrub mass of deciduous and/or evergreen species shall be planted within the required buffer area to provide for a visual and physical screen along the entire frontage, exclusive of retail development. Shrubs within the buffer shall primarily include evergreen species, although deciduous plants may be used provided that their use does not result in significant visual openings during the winter season. This landscape mass shall be interspersed with the required ornamental and

evergreen trees to provide for a natural, random and visually interesting plant scheme.

- (b) Selection of plants species shall provide for a variety and mixture of landscaping. Varieties should consider susceptibility to disease, shapes, seasonal display, textures, flowers, and foliage.
- (c) The plant quantities constituting the buffer should include:
 - i. Shrubs averaging 25 per 100 linear feet of frontage.
 - ii. Ornamental trees averaging two per 100 linear feet of frontage.
 - iii. Evergreen trees averaging two per 100 linear feet of frontage.
 - iv. Lawn or groundcover to complete the required 10-foot wide landscape buffer outside of the required shrub/tree planted area, but within the 10-foot wide buffer.
- (d) Required plantings in the buffer area shall meet the minimum size requirements as follows:
 - i. Shrubs: planted size is to be a minimum of 24 inches to 36 inches in height.
 - ii. Ornamental trees: planted size is to be a minimum of five feet to six feet in height.
 - iii. Evergreen trees: planted size is to be a minimum of five feet to six feet in height.

13. Site Protection and General Planting Requirements -



- a) *Topsoil Preservation*
Clean (noncontaminated) topsoil moved during the course of construction shall be redistributed on all re-graded surfaces so as to provide even cover to all disturbed areas of the development and shall be stabilized by seeding or planting. A soil erosion and sediment control plan shall be approved as part of the preliminary plat.
- b) *Removal of Debris*
All stumps and other tree parts, litter, brush, weeds, excess or scrap building materials, or other debris shall be removed from the site and disposed of in accordance with the law.
- c) *Planting Specifications*
Deciduous trees shall have a minimum 2 1/2 to 3 inch caliper measured 6 inches above the ground surface at time of installation. Size of evergreens and deciduous shrubs shall be allowed to vary depending on setting and type of shrub. Only nursery-grown plant materials shall be acceptable horticultural standards. Dead or dying plants shall be replaced during the following planting season and guaranteed by the landscape contractor for a period of one (1) year. Evergreen trees shall have a minimum height of 6 feet at planting. All plant materials, planting practices, and specifications shall be in accordance with the "American Standards for Nursery Stock" by the American Association of Nurserymen Standards.
- d) *Plant Species*
The plant species selected should be hardy for the particular climatic zone in which the development is located and appropriate in terms of function and size.
- e) *Sight Triangles*
Landscaping within sight triangles shall not exceed a mature height of 30 inches and shade trees shall be pruned up to a ten (10) foot branching height above grade.
- f) *Other Areas*
Any area not used for buildings, structures or paved areas including natural woodlands shall be planted with an all-season ground cover or lawn and other landscape materials including, but not limited to, trees, shrubs, berms, plants, etc., as needed to meet the requirements for adequate landscaping and buffering as approved by the Planning Board. Approaches to all multi-family dwelling structures, apartments, etc., and entrances shall be attractively shrubbed and planted. Wherever possible, existing topography and natural features such as wooded areas, ponds and lakes shall be preserved in their natural state.
- g) *Existing Vegetation*
Existing mature trees and wooded areas shall be located on the existing conditions survey and be preserved to the greatest extent practical in the design of the development.



h) *Perimeter Buffer*

The buffer around the perimeter of the Redevelopment Plan Area, exclusive of a shared residential/nonresidential entrance, shall be landscaped with mixed evergreen and deciduous plants to achieve a visual buffer from adjoining residential uses. At a minimum, the buffer shall be planted with evergreens 6 feet in height, planted 10 feet on center in 2 staggered rows. Shrubs shall be interspersed for plant variety within the buffer. A minimum of 25 shrubs per 100 linear feet shall be planted. Existing vegetation may be retained and supplemented to achieve a solid year-round buffer. Native species shall be specified when possible.

i) *Developable Open Space*

1) For every acre of developable open space, the following minimum should be planted:

- 25 shade trees
- 15 ornamental trees
- 5 evergreen trees
- 50 shrubs

2) Where open space abuts a street, trees shall be in groupings that maintain visibility between the open space and the street.

j) *Parking Lots*

Interior parking lot landscaping shall be provided as follows:

- 1) Landscaping shall be provided in planted areas of at least 150 square feet with the total area equal to 4% of the total area of paved surface parking provided for residential buildings and 3% of the total area of paved surface parking provided for non-residential buildings. Landscaping and streetscaping improvements along the public rights of way of Bloomfield Avenue and Watsessing Avenue beyond provision of street trees required in this redevelopment plan may be credited towards the 3% landscaping for nonresidential surface parking.
- 2) A minimum of 1 shade tree shall be planted for every 10 parking spaces.
- 3) Shrubbery shall be less than 3 feet and shade trees shall have foliage no lower than 7 feet in height to provide for safe visibility.
- 4) No row of parking spaces shall exceed 30 spaces without interruption by a minimum 10 foot wide landscaped island.
- 5) Plants shall be selected for high draught tolerance.
- 6) All plantings within landscaped islands shall be set back 2 feet from the curb.

k) *Trash Enclosures*

- 1) All trash enclosures shall be screened by a solid masonry wall on three sides and heavy-duty gate closures.

- 2) The trash enclosure shall be planted with a mixture of deciduous and evergreen plant species that is a minimum of 6 feet tall at planting.

14. Landscape Plan

- a) A landscape plan prepared by a landscape architect, licensed by the New Jersey State Board of Architects and Landscape Architects, or other qualified individual shall be submitted with an application to the Bloomfield Planning Board for Site Plan Approval.
- b) The landscape plan shall include the following information:
 - 1) Existing and proposed underground and above ground utilities such as site lighting, transformers, hydrants, manholes, valve boxes, etc.
 - 2) Location of any individual existing trees noted for preservation within the area of development and thirty (30) feet beyond the limit of the disturbance. Trees 4 inches in diameter (measured 4 1/2 feet above the existing ground level) shall be located and identified by name and diameter unless the wooded area is shown with a specific limit line. In this case, specimen trees shall be located within thirty feet of the line.
 - 3) List existing and proposed topography and location of all landscaped berms. Indicate location, species and sizes of all proposed shade trees, ornamental

trees, evergreen trees and shrubs and areas for lawns or any other ground cover. Different graphic symbols shall be used to show the location and spacing of shade trees, ornamental trees, evergreen trees, shrubs and ground cover. The size of the symbol must be representative of the size of the plant shown to scale. A plant schedule indicating botanical name, common name, size at time of planting (caliper, height and spread), quantity, root condition and any special remarks (spacing, substitutions, etc.) for all plant material proposed. Plants within the plant schedule shall be keyed to the landscape plan utilizing the first letter of the botanical plant name (i.e., Acer rubrum = AR).

15. Vehicular/pedestrian circulation

(a) Pedestrian Circulation

- (1) Sidewalks - Continuous sidewalks or equivalent provisions for walking are required to be available along both sides of all streets within a redevelopment project for which a redevelopment agreement is required by this Redevelopment Plan, including the project side of streets bordering the project. New sidewalks, whether adjacent to streets or not, should be at least 8 feet wide on retail or mixed-use blocks and at least 5 feet wide on all other blocks unless otherwise specified by other Township



standards. Equivalent provisions for walking include all-weather-surface footpaths at least 5 feet wide.

- (2) At-grade crossings with driveways account for no more than 10% of the length of sidewalks within the project.

(b) Vehicular Speed Limits on interior roads

- (1) New residential-only streets within the project should be designed for a posted speed limit of no more than 20 mph.
- (2) Any nonresidential and/or mixed-use streets within the project should be designed for a posted speed limit of no more than 25 mph. A multiway boulevard, with travel lanes separated from access lanes by medians, may apply this requirement to its outer access lanes only (through-lanes are exempt), provided pedestrian crosswalks are installed across the boulevard at intervals no greater than 800 feet.

B. Signage

1. Monument Signs

- a) A monument sign shall be permitted to identify the residential cluster or individual residential building or the neighborhood retail portion of the Redevelopment Plan Area on each street that it fronts.
- b) The total area of the monument signs, including sign face and support structure shall be limited

to 50 square feet for residential clusters or buildings and 150 square feet for the neighborhood retail portion.

- c) The height of the sign shall not exceed a height of four (4) feet above the grade for the residential clusters or buildings and 20 feet above grade for the neighborhood retail portion.
- d) A monument sign shall be set back a minimum of ten (10) feet from any property line.
- e) A double faced sign shall be counted as one sign face area.
- f) No more than two such signs shall be permitted per entrance road to the development. A maximum of four entrance monument signs may be permitted. The Planning Board may allow additional signage without the need for a Waiver if justified by a coordinated signage and graphics plan submitted by the redeveloper at the time of site plan approval.
- g) Signs may be illuminated by shielded floodlights only, except that retail signs may be backlit. Lightbox signs with plastic faces are prohibited.

2. Building Mounted Signs

- a) Building mounted identification signs may be permitted in accordance with the signage requirements applicable to the B-2 (Neighborhood Business) Zone.



3. Street Address Signage

- a) Street address signage is **required** on each building fronting on either Bloomfield Avenue or Watsessing Avenue.
- b) Numbers shall be a maximum of 8 inches in height.

4. Temporary Signs

Temporary signs advertising the sale, rental, and development of a site shall be permitted provided:

- c) No more than one such sign shall be permitted per street frontage per use.
- d) No one surface of any such sign shall exceed 30 square feet in area.
- e) No such sign shall exceed 8 feet in height
- f) No such sign shall be located less than 10 feet from any lot line.
- g) No such sign shall be illuminated in any manner.

5. Prohibited Sign Features

- h) No neon or similarly illuminated advertisement sign or decorative element shall be permitted.
- i) No sign shall have flashing lights or exposed high-intensity illumination or reflective material.
- j) No sign may obstruct any window, door, fire escape, stairway or opening intended to provide light or ingress or egress to or from any building or structure, with the exception that 20% of any window may be occupied by a sign or signs, provided that the sign does not unreasonably obstruct light and visibility.

- k) Exterior signs using moving parts or banners, spinners, flags and pennants, with the exception of clocks and weather information.
- l) Temporary signs in connection with special events are exempt from this requirement.

C. Lighting

1. Prohibited Types

Low-pressure sodium or mercury vapor lighting is prohibited within the Redevelopment Plan Area.

2. Streets

- a) Pedestrian-scaled lighting, less than 15 feet in height, shall be used along all internal streets.
- b) An average of 0.3 foot candle illumination should be maintained over the sidewalks.
- c) Street light fixtures shall be full cut off.

3. Parking Lot

- a) Parking lot lighting shall be no more than 25 feet in height.
- b) An average of 0.9 foot candle illumination must be maintained within residential parking lots.
- c) An average of 1.5 foot candle illumination must be maintained within nonresidential parking lots.
- d) Parking lot fixtures shall be full cut off.



4. Developable Open Spaces

- a) Pedestrian-scaled lighting, less than 15 feet in height, shall be provided at a rate of 1 per every 100 linear feet of pathway.
- b) An average of 0.5 foot candle illumination must be maintained within developable open space.
- c) Light fixtures shall be full cut off.

5. Buildings

Light fixtures attached to the exterior of a building are encouraged. These fixtures shall be architecturally compatible with the style, materials, and colors of such building.

6. Light Pollution Reduction

- a) Automatic controls should be installed that turn off exterior lighting when sufficient daylight is available and when the lighting is not required during nighttime hours.

D. Architecture

1. Materials

- a) Building facades visible from a street should include any combination of the following: brick, stone, cast stone, clapboard, EFIS, vinyl siding, cedar shakes, or other high-quality material.
- b) Cornices shall consist of wood, stone, PVC, Phypon or fiberglass.

2. Scale

- a) The building façade shall create a defining wall along the streetscape.
- b) Building exteriors shall have vertical and/or horizontal offsets to create visual breaks on the exterior.
- c) Long, blank, windowless, monotonous, uninterrupted walls or roof planes are not permitted.
- d) Wall offsets, including projections and recesses, such as balconies, canopies, awnings, and other architectural details, are encouraged on residential buildings.

3. Articulation

- a) The building façade shall have a clearly defined base, body, and cap.
- b) The middle section of a facade of a multistory building may be horizontally divided at floor, lintel, or sill levels with belt courses.
- c) The architectural treatment of a façade shall be completely continued around all street facing facades of a building. All sides of a building shall be architecturally designed so as to be consistent with regard to style, materials, colors, and details.

4. Roofs

- a) The shape, pitch, and color of a roof should be architecturally compatible with the style, materials, and colors of such building.
- b) If the building has a flat roof, a parapet shall project vertically to hide any roof-mounted mechanical equipment. Additionally, a cornice shall project out horizontally from the façade and shall be ornamented with moldings, brackets, or other detailing.
- c) If the building has a pitched roof, a minimum pitch of 5:12 shall be provided. A pitch of 8:12 is encouraged.
- d) Pitched roofs are encouraged to have dormers, chimneys, cupolas, and other similar elements to provide architectural interest. These elements shall be compatible with the style, materials, colors, and details of the building.
- e) Roofline offsets shall be provided along any roof measuring more than 50 feet in length in order to provide architectural interest and articulation to a building.
- f) Rooftop heating, ventilating, and air conditioning (HVAC) systems, exhaust pipes and stacks, satellite dishes, and other telecommunications receiving devices shall be screened or otherwise specially treated to be inconspicuous as viewed from the primary to secondary street and adjacent properties.

5. Transparency

- a) Non-residential uses on the ground floor in the Redevelopment Area should have large pane display windows along the street frontage at an elevation of between three feet and eight feet above grade. Such windows shall be framed by the surrounding wall and shall be a minimum of 60% of the total ground level façade area.
- b) Transoms above display windows are encouraged.
- c) Window sills shall not more than 3 feet above the sidewalk. Base panels or bulkheads are encouraged between the sidewalk and the window sills. Drive through windows are exempt from this provision.
- d) Windows are encouraged to be vertically proportioned whenever possible.
- e) Glass blocks are not permitted on front windows at street level.
- f) Exterior security grates are prohibited.

6. Entrances

- a) All entrances to a building shall be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, overhangs, or canopies. These elements shall be compatible with the style and materials of the building.
- b) Entrances may also be defined by planters.



E. Amenities

1. Developable Open Space
 - a) For pocket parks and other outdoor open spaces, benches shall be provided at a rate of 1 seat, or 24 inches of bench area per 2,000 square feet of developable open space.
 - b) Trash receptacles shall be provided at a rate of 2 per acre of pocket park or outdoor public space.
 - c) Public art, gazebos, and picnic areas are encouraged.

2. Bike Network and Storage
 - a) Bike racks should be provided at a rate of 1 multi-loop secure bike rack per ten dwelling units and one bike rack per retail building. Bike rack locations must be shown on the site plan and approved as part of site plan review by the Planning Board.



