

Lackawanna Plaza Redevelopment Plan Planning Board Discussion

October 26, 2015

The Site

- Eastern end of Montclair Center
- Total area of over eight acres
- Two parcels, separated by Grove St.:
 - West (4.83 acres)
 - Historic station building
 - Pathmark and enclosed mall
 - East (3.44 acres)
 - Parking lot for shopping center
 - TD Bank on separate tax lot



History/Existing Conditions

- Train station opened in 1913
- Added to National Register of Historic Places in 1973
- Closed in 1981
- Converted to shopping mall
- Number of vacant spaces
- Pathmark closing soon
- Owners renovating area facing Lackawanna Plaza

Existing Zoning

- Property located in C-1 Central Business zone
- Includes large part of Montclair Center, and has two subzones
- Wide range of permitted uses
- Maximum building height of 67 feet/six stories
- Front setbacks not required

What We Heard

- June 2, 2015 Visioning Workshop
- Five Focus Groups:
 - Housing and Land Use
 - Architecture and Site Design
 - Streets, Transportation and Mobility
 - Environmental Sustainability
 - Community Amenities

Housing and Land Use

- Provide opportunities for smaller retail businesses.
- Consider farmer's market under train bays.
- Promote nightlife and entertainment uses.
- Commercial on Bloomfield/residential on Glenridge.
- Provide affordable housing, including workforce housing.
- Provide mixed, multi-generational housing opportunities, with a variety of unit sizes ranging from micro-units to three bedroom units.

Architecture and Site Design

- Buildings should be less massive than Valley and Bloom, with heights limited to 4-stories, perhaps higher where not visible. If additional height is allowed, it should be concentrated in one central area so that additional ground level open space is provided. Higher stories should be setback from sidewalk 100+ feet.
- Design should reflect neighborhood context. Heights and setbacks should vary, with different forms for some corners and others allowing shaping of plazas and open space areas. Building height should be in sync with building width.

Architecture and Site Design

- Stores should be oriented to an exterior entrance to create a pedestrian-friendly design.
- Structured parking should be hidden, either through a subsurface design or by buildings.
- Maintain the pedestrian underpass and consider opening the pedestrian tunnel to the outside on the west side of Grove Street. Many people said they are uncomfortable walking through the tunnel in its present configuration.
- Provide open space and a public plaza, including open space along Bloomfield Avenue next to the old station building.

Architecture and Site Design

- Pedestrian permeability is important, with walkways to and through the site.
- If the grocery store is moved to east side of Grove Street, then open space can be provided around the arcades and the historic train station, making the historic structures more visible and engaging.
- Ensure that all loading occurs onsite to provide pedestrian and vehicular safety on adjoining streets. Loading areas should be incorporated into the architecture.

Architecture and Site Design

- Street front buildings should have deep setbacks after the 2nd or 3rd story.
- Rooftops should be green and rooftop equipment screened from view.
- The arcade should be used as a celebratory walk to the municipal complex if located east of Grove Street, with a public park along Bloomfield so that the train station and arcade are clearly visible and connected.
- Preserve the view corridor of the historic train station along Bloomfield Avenue.
- Consider activating Grove Street by lowering the grade to street level.

Streets, Transportation & Mobility

- Streets should be open and inviting and incorporate public spaces.
- Provide bicycle parking, including bike share.
- Minimize traffic impacts.
- Grove Street does not feel safe and Glenridge Avenue is not inviting. Provide ample sidewalk widths with good lighting and landscaping.
- Use traffic calming devices to slow traffic on Bloomfield Avenue.
- Maintain onstreet parking on Bloomfield Avenue.
- Consider onstreet parking on Grove Street.

Streets, Transportation & Mobility

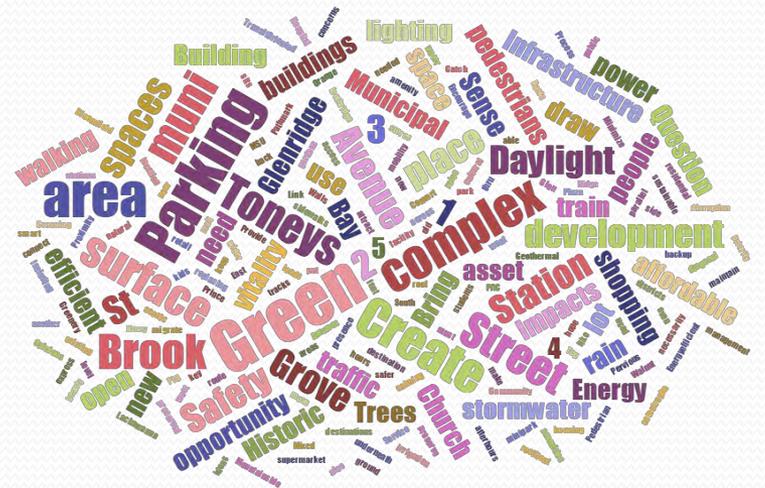
- Ensure that traffic, especially truck traffic, does not utilize neighborhood streets.
- Accommodate the disabled and senior citizens in terms parking, mobility and shuttle stop locations.
- Development should be designed to support transit use and discourage driving.
- Provide a more direct pedestrian connection to the Bay Street train station.
- Establish a shuttle system that operates frequently enough that people will use it, such as every 10 or 15 minutes.

Streets, Transportation & Mobility

- Provide a better connection to Pine Street to help revitalize this Pine Street business district.
- Parking structures must be hidden, either under buildings or behind buildings.
- Design Grove Street so that it connects both sides of the project, rather than act as a barrier.

Sustainable Strategies

- Project should be energy resilient, providing power through a renewable energy source such as geothermal.
- Bring Toney's Brook back to its natural surface location. Daylight Toney's Brook and integrate it into a pedestrian walkway, such as a complement to the sidewalk along Glenridge Avenue.



Sustainable Strategies

- Include a connection to community farms.
- Preserve existing buildings, rather than demolish and build new buildings.
- Convert the parking lot in front of Pig and Prince to a park, as it was originally.
- Provide green solutions to stormwater management, such as rain gardens.
- Require energy efficient buildings.
- Incorporate green walls into the design.

Community Amenities

- Open spaces adjacent to residential areas should respect the visual and physical privacy of those areas and activities should be limited to 15 hours or less of the day.
- The High Line in New York City is a great example of a linear park with a raised plaza and walkway with benches and local greenery that can be replicated at this location.
- The municipal building could contain a public space component, such as a large lobby for use as an art gallery and exhibit space, or for a world market featuring rotating vendors.
- Include a performing arts center and art studio space.
- Provide a recreation center for kids and adults.
- Include a farmer's market.

Draft Goals and Objectives

- **Overall**

- Make Lackawanna Plaza less of a barrier, and better connect it to the surrounding community.
- Create a vibrant place with a mix of uses that bring activity to the Plan Area.
- Promote redevelopment opportunities that create a positive fiscal impact on Montclair, which will complement existing uses in the vicinity and improve the streetscapes within the Plan Area.
- Provide a regulatory framework that fulfills the Township's vision for the Plan Area while accommodating market preferences and reasonable economic factors.
- Preserve and enhance historic aspects of the Plan Area through preservation and appropriate new development.
- Coordinate redevelopment efforts for the entire Plan Area to minimize disturbance to surrounding residences and businesses during construction.

Draft Goals and Objectives

- **Land Uses**

- Provide a land use mix that results in a sustainable positive fiscal and social impact on the Township of Montclair.
- Maintain a grocery store and encourage supportive food-related uses.
- Provide stores and services for local residents and workers while also drawing patrons from the broader community.
- Provide for the construction of a new municipal complex.
- Provide plazas and public gathering spaces at key locations, connected by walkways to and through the site.
- Provide mixed, multi-generational housing opportunities, with a variety of unit sizes ranging from small micro-units to larger three-bedroom units.
- Provide affordable housing, including workforce housing.
- Incorporate arts and culture into the redevelopment project, but do not compete with other redevelopment initiatives.
- Encourage shared parking in structures that are hidden from view.
- Create programmable indoor and outdoor spaces that provide for year-round multi-cultural and multi-generational events.

Draft Goals and Objectives

• Design

- Require high-quality design and building materials that reflects historic local design and materials.
- Reduce the existing block pattern with visual breaks and pedestrian connections through the Plan Area.
- Provide bulk and setback regulations that allow reasonable development but reduce building mass and minimize impacts on adjoining areas.
- Promote high-quality architectural design of new buildings that complements existing historic buildings in the Plan Area and vicinity.
- Create an inviting and attractive pedestrian-oriented atmosphere at the sidewalk level.
- Design new municipal facilities that relate to and enhance the surrounding area.
- Enhance the public realm by providing an attractive and welcoming pedestrian environment through active ground floor uses and public spaces.
- Minimize the amount of street frontage devoted to driveways, parking garages and loading areas.
- Preserve and adaptively reuse historic features and structures on the site.
- Establish view corridors that protect the visibility of important historic features.

Draft Goals and Objectives

- **Mobility and Circulation**

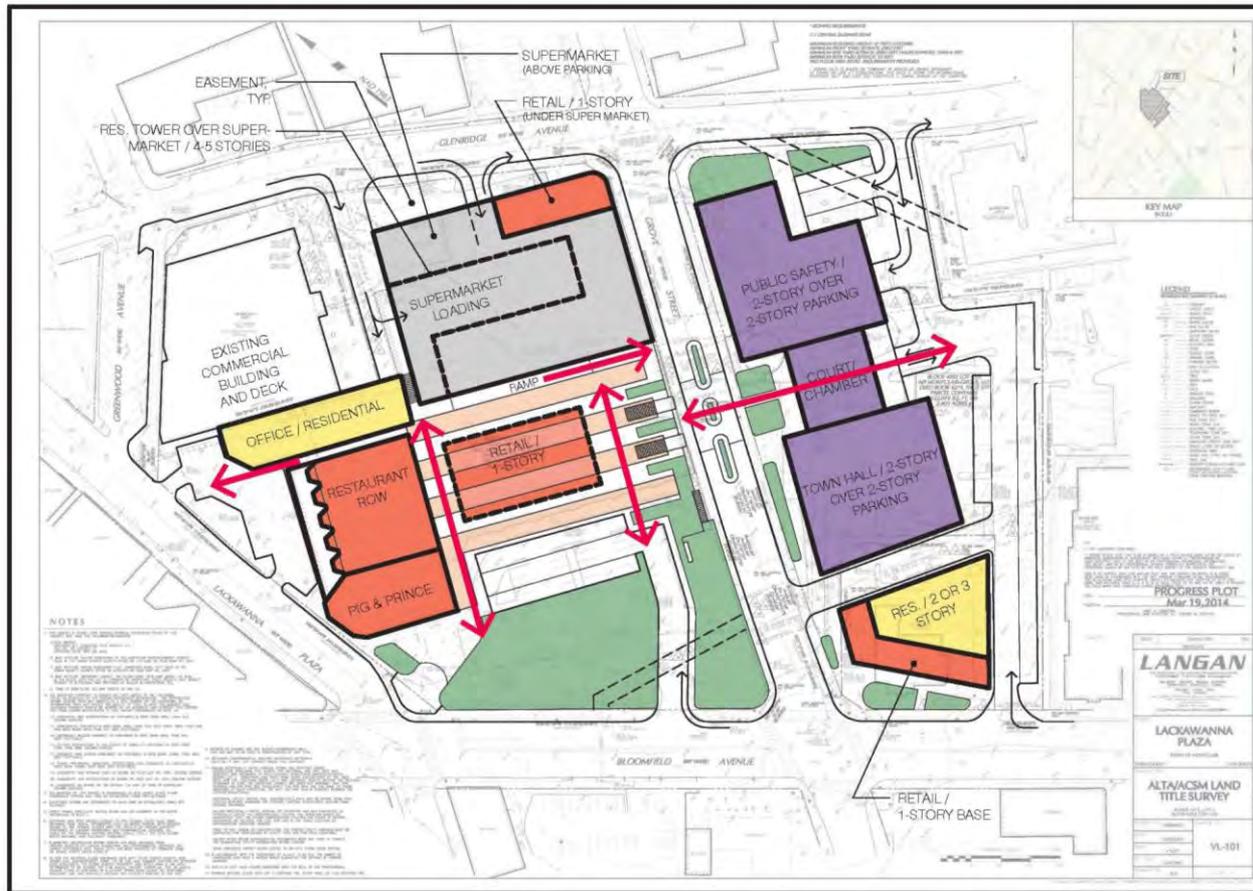
- Improve safety for all modes of travel and circulation - vehicles (cars, buses, taxis), pedestrians (patrons/shoppers, commuters, young and old), and bicycles - by providing clearly defined and distinct areas for all modes of travel and safe access into and out of the site.
- Provide multiple pedestrian connections to and through the Plan Area that creatively use lighting, landscaping and design to create a pleasant walking experience.
- Improve connections to train stations and transit service.
- Activate Grove Street, making it less of a barrier and more of a connector for both sides of the development.
- Minimize traffic impact through appropriate design of driveways and parking and traffic calming improvements on area roadways.

Draft Goals and Objectives

- **Environmental Sustainability**

- Achieve economic benefits through green site design, including green solutions to stormwater management and use of pervious pavement.
- Reduce dependency on solo automobile trips by leveraging the Township's transit assets and encouraging walking and biking.
- Promote active and passive “green” building technologies.
- Ensure the redevelopment project is compatible with the carrying capacity of the utilities servicing the Plan Area.
- Evaluate Toney's Brook to determine if it can be daylighted and/or relocated as an open space asset.

Concept Plan A



Concept Plan B

