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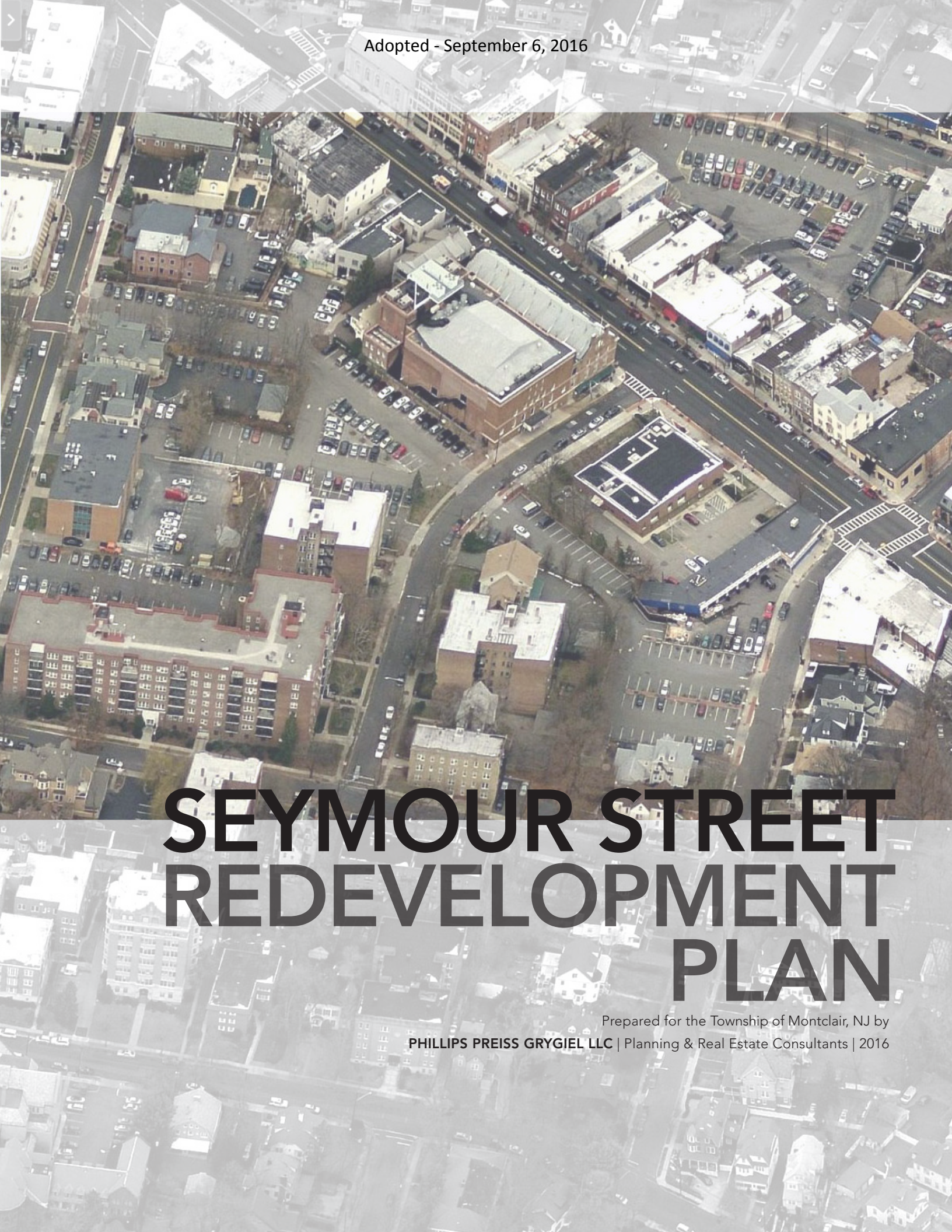

SEYMOUR STREET REDEVELOPMENT PLAN

Prepared for the Township of Montclair, NJ by

PHILLIPS PREISS GRYGIEL LLC | Planning & Real Estate Consultants | 2016

ACKNOWLEDGMENTS

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1 INTRODUCTION

1.1 STATUTORY BASIS

This Redevelopment Plan has been prepared for the Seymour Street Redevelopment Area in the Township of Montclair, Essex County, New Jersey. The area includes properties located within the heart of Montclair Center, the Township's central business district. This Plan focuses on the redevelopment of the subject area into a mixed-use development that serves as an epicenter of arts and entertainment-oriented activities in Montclair Center.

In March 2014, the Township of Montclair Council directed the Township's Planning Board to study 16 properties in 3 different areas, including 8 properties in the subject area, in order to determine whether they constituted an "Area in Need of Redevelopment" in accordance with the criteria specified in the Local Redevelopment and Housing Law (LRHL) at N.J.S.A 40A:12A-5. The Township retained Clarke Caton Hintz to conduct a Redevelopment Area Investigation. On June 22, 2015, a public hearing on the investigation was held by the Planning Board, which recommended that certain properties within the study area qualified as an Area in Need of Redevelopment by resolution adopted on July 13, 2015. Based on the findings of the report, the Township Mayor and Council adopted an Area in Need of Redevelopment designation for the subject area by resolution adopted on July 21, 2015. The Mayor and Council then requested and authorized the Township Planning Board to prepare a redevelopment plan for the Seymour Street area. Block 3106, Lot 10 – which is physically connected to the Wellmont Theater building on Block 3106, Lot 10.01 – is included in the Redevelopment Area on the basis of an "Area in Need of Rehabilitation" designation which was adopted by resolution of the Mayor and Council on February 16, 2016.

1.2 RELATIONSHIP TO MONTCLAIR ZONING ORDINANCE

The specific provisions set forth in this Redevelopment Plan shall supersede, govern and control the equivalent standards set forth in the Zoning Ordinance of the Township of Montclair. For items not addressed in this Redevelopment Plan the Montclair Township Municipal Code shall be applicable.

1.3 DESCRIPTION OF THE REDEVELOPMENT AREA BOUNDARIES

The Seymour Street Redevelopment Area ("Redevelopment Area") is located in the central portion of Montclair Center, the Township's central business district (see Figure 1). The tax parcels included in the Redevelopment Area are listed in Table 1 and also shown in the aerial photograph and tax map in Figures 2 and 3. The Redevelopment Area encompasses a total area of approximately 3.5 acres located to the south of Bloomfield Avenue and 1.08 acres located within Block 3205 to the north of Bloomfield Avenue. For planning purposes, the Block 3105 lots will be considered together as the East Parcel and the Block 3106 lots will be known as the West Parcel. The Block 3205 property will be referred to as the Midtown Lot.

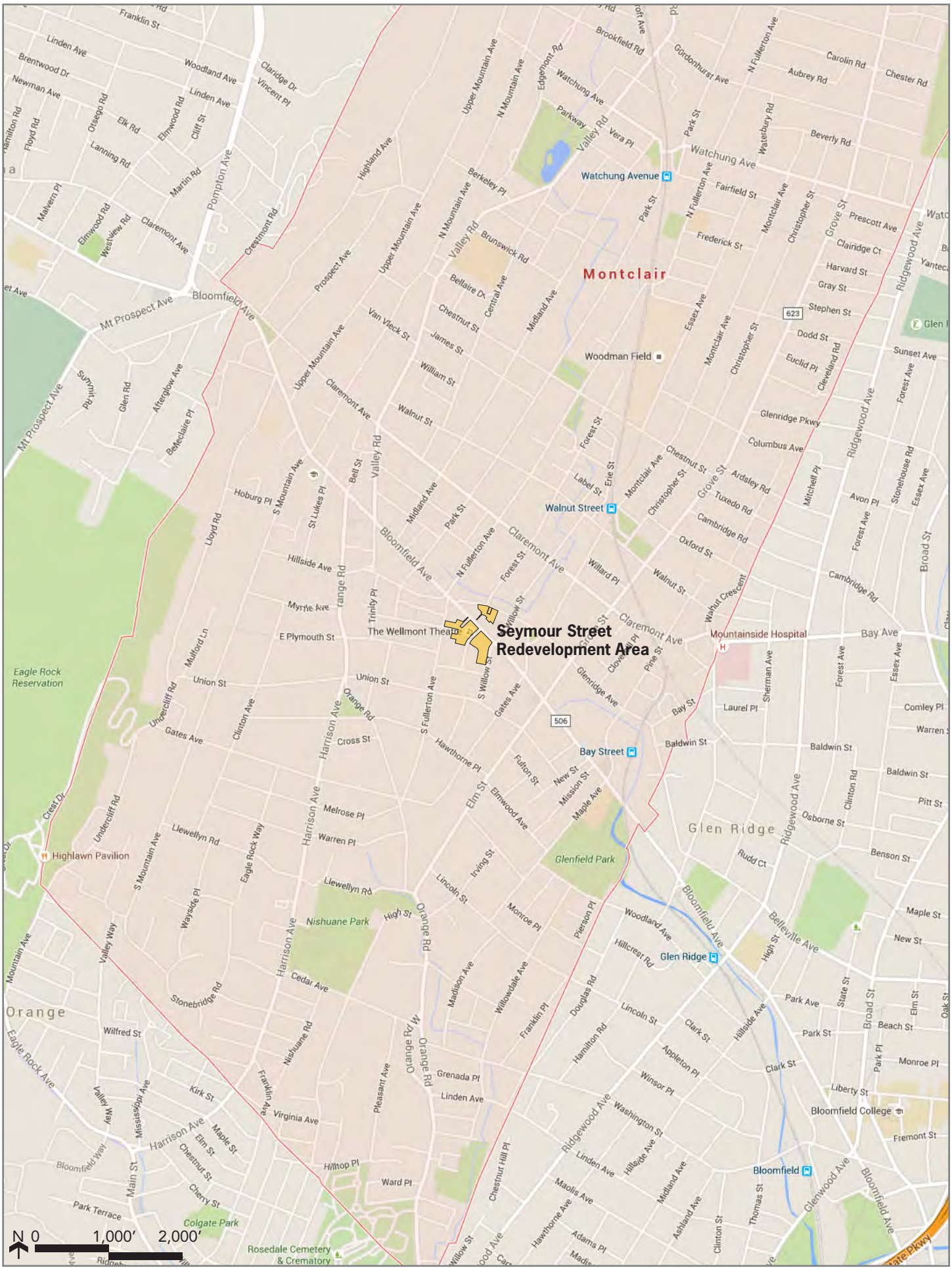


FIGURE 1: LOCATION MAP | **SEYMOUR STREET REDEVELOPMENT PLAN** | Phillips Preiss Grygiel LLC 2016

FIGURE 2: TAX MAP OF THE PLAN AREA | **SEYMOUR STREET REDEVELOPMENT PLAN** | Phillips Preiss Grygiel LLC 2016

FIGURE 3: AERIAL PHOTOGRAPH OF THE PLAN AREA | **SEYMOUR STREET REDEVELOPMENT PLAN** | Phillips Preiss Grygiel LLC 2016

Table 1: Tax Parcels Included within the Seymour Street Redevelopment Area

Block	Lot	Owner	Lot Area (Acres)	Status
3105	1	Somerset Tire Services, Inc.	0.26	Redevelopment Area
3105	2	Town of Montclair	0.61	Redevelopment Area
3105	9	BSREP II Wellmont GSA, LLC	0.62	Redevelopment Area
3106	10	Montclair '01 LLC Asset Realty	0.19	Rehabilitation Area
3106	10.01	BSREP II Wellmont Theater NJ, LLC	0.34	Redevelopment Area
3106	17	Town of Montclair	1.52	Redevelopment Area
3205	26	Town of Montclair	1	Redevelopment Area
3205	27	Town of Montclair	0.08	Redevelopment Area
TOTAL			**4.62 acres**	

1.4 Existing Conditions

The Redevelopment Area is characterized by a mix of land uses. There are 3 Township-owned surface parking facilities in the Redevelopment Area which consist of a total of 286 parking spaces. The privately-owned properties in the Redevelopment Area consist of the Wellmont Theater (Block 3106, Lot 10.01), which was recently renovated and reprogrammed under new management, the former Social Security Administration building (Block 3105, Lot 9), which was recently transferred to an affiliate of the owner of the Wellmont Theater, a mixed-use building adjacent to the Wellmont Theater, commonly referred to as the "Kahn Building" (Block 3106, Lot 10) and the STS Autocare Center at the corner of Bloomfield Avenue and Willow Street (Block 3105, Lot 1). Block 3105, Lots 1 and 9, and Block 3106, Lots 10 and 10.01 are located within the Montclair Town Center Historic District.

The East Parcel has approximately 208 feet of frontage along Bloomfield Avenue and 250 feet of frontage along Willow Street. The West Parcel has approximately 155 feet of frontage along Bloomfield Avenue. Access to the S. Fullerton parking lot is provided via driveways located along S. Fullerton Avenue and Seymour Street. The S. Willow parking lot is accessed from both Seymour Street and Willow Street via existing driveways.

In terms of surrounding land uses, there are several multifamily residential buildings which range from 2 to 8 stories along Seymour Street. There is an existing 3 story office building and several 1 to 3 story retail

buildings located along S. Fullerton Avenue within Block 3106 to the west of the Redevelopment Area. S. Willow Street contains a 2 story auto repair facility and several 2 to 3 story 2-family and multifamily dwelling structures to the east and south of the Redevelopment Area.

Vehicular circulation bordering the East and West Parcels is accommodated by two-way traffic flow on Bloomfield Avenue, South Fullerton Avenue, South Willow Street and Roosevelt Place. Seymour Street is a one-way street with traffic flowing from Bloomfield Avenue south to Roosevelt Place. Sidewalks are present throughout the Redevelopment Area. There is also a pedestrian alley connecting the S. Fullerton Parking Lot on Block 3106, Lot 17 to Bloomfield Avenue.

There is a significant grade change within the East and West parcels of approximately 35 feet from the lowest point at the STS Autocare Center property to the highest point near S. Fullerton Avenue. Existing retaining walls are placed throughout the Township parking areas to accommodate the change in slope. For reference purposes, Figure 4 provides measurements of the existing grades in relation to the top of roof of existing buildings within and surrounding the Redevelopment Area.

The Midtown Lot (Block 3205, Lots 26 and 27) is an 85-space Township-operated parking facility located along Glenridge Avenue. It is located behind mixed-use buildings with frontage along Bloomfield Avenue, of which several have loading areas accessed through the Midtown Lot. As illustrated in Figures 2 and 3, an existing pedestrian walkway between Lots 8 and 9 provides a direct physical connection to Bloomfield Avenue. The Midtown Lot is surrounded by a mix of uses, including retail shops, restaurants and other commercial uses along Bloomfield Avenue and restaurants, retail, auto repair and office uses along Glenridge Avenue. Access is from Glenridge Avenue, which is one-way in a westerly direction to the west of Forest Street and two-way to the east of Forest Street.

1.5 Master Plan Classification

The Unified Land Use and Circulation Element of the Township's Master Plan, adopted by the Planning Board in 2015, places the Redevelopment Area within the Montclair Center Downtown (C-2) planning area (see Figure 5). The Master Plan provides the following suggested framework for the C-2 areas of the Township:

> Parcels covered by Zone 2 should allow construction of dense, compact development that maintains the current zoning which permits 6-story buildings and a maximum density of 55 units per acre. The Township should investigate the feasibility of an incentive zoning option that would permit an increase in height to 7 stories and 65 units per acre in exchange for appropriate public benefits.

In reference to the "incentive zoning" concept, the Master Plan further states that:

> associated improvements tied to [height/density] bonuses may include, but are not limited to, sidewalk/pedestrian infrastructure upgrades, the provision of bicycle parking infrastructure such as dedicated bike storage/parking for visitors and residents, bike share or car share programs or

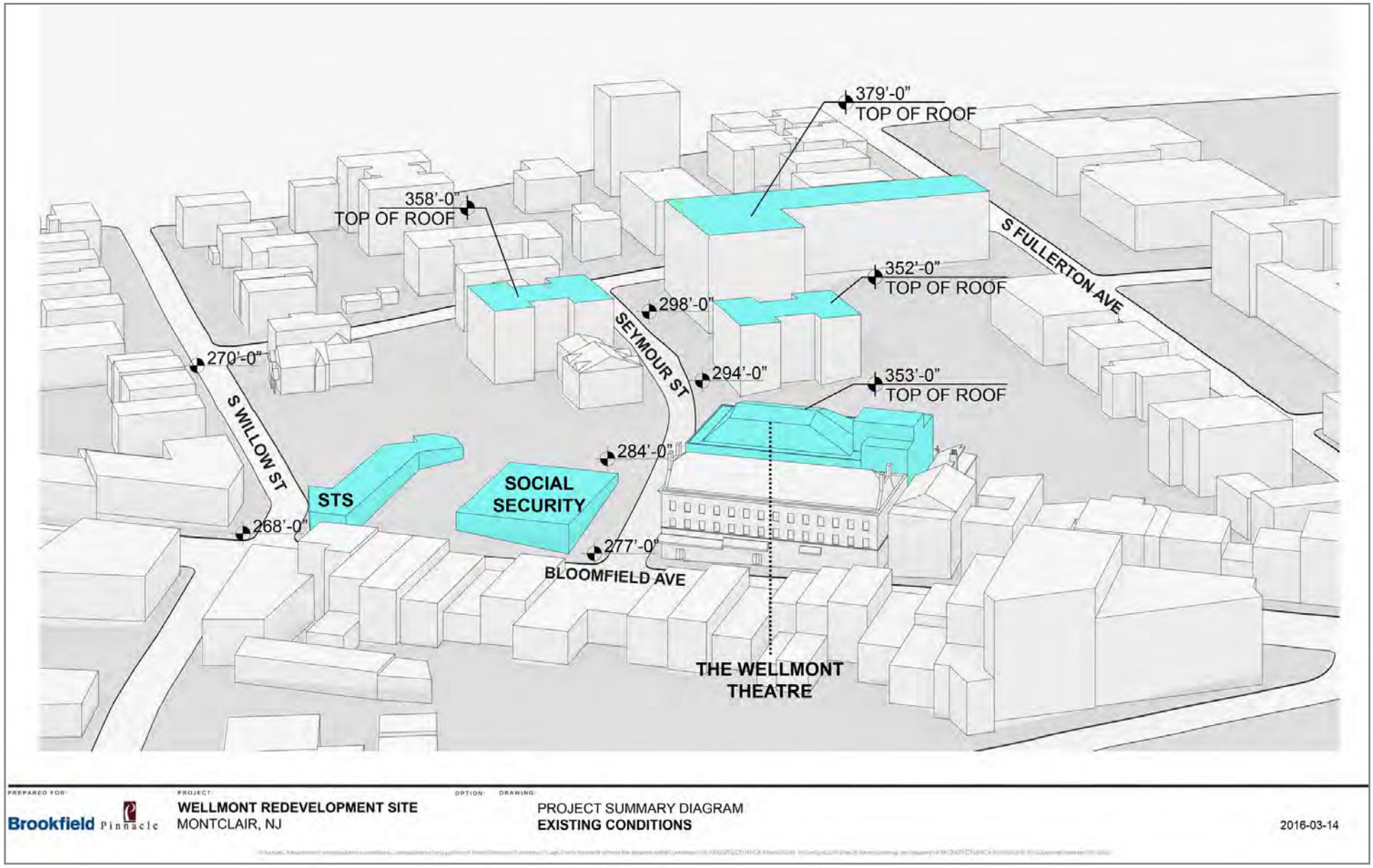


FIGURE 4: EXISTING TOPOGRAPHY AND BUILDING HEIGHTS WITHIN THE SEYMOUR STREET AREA | SEYMOUR STREET REDEVELOPMENT PLAN | Phillips Preiss Grygiel LLC 2016
SOURCE: ARQUITECTONICA International

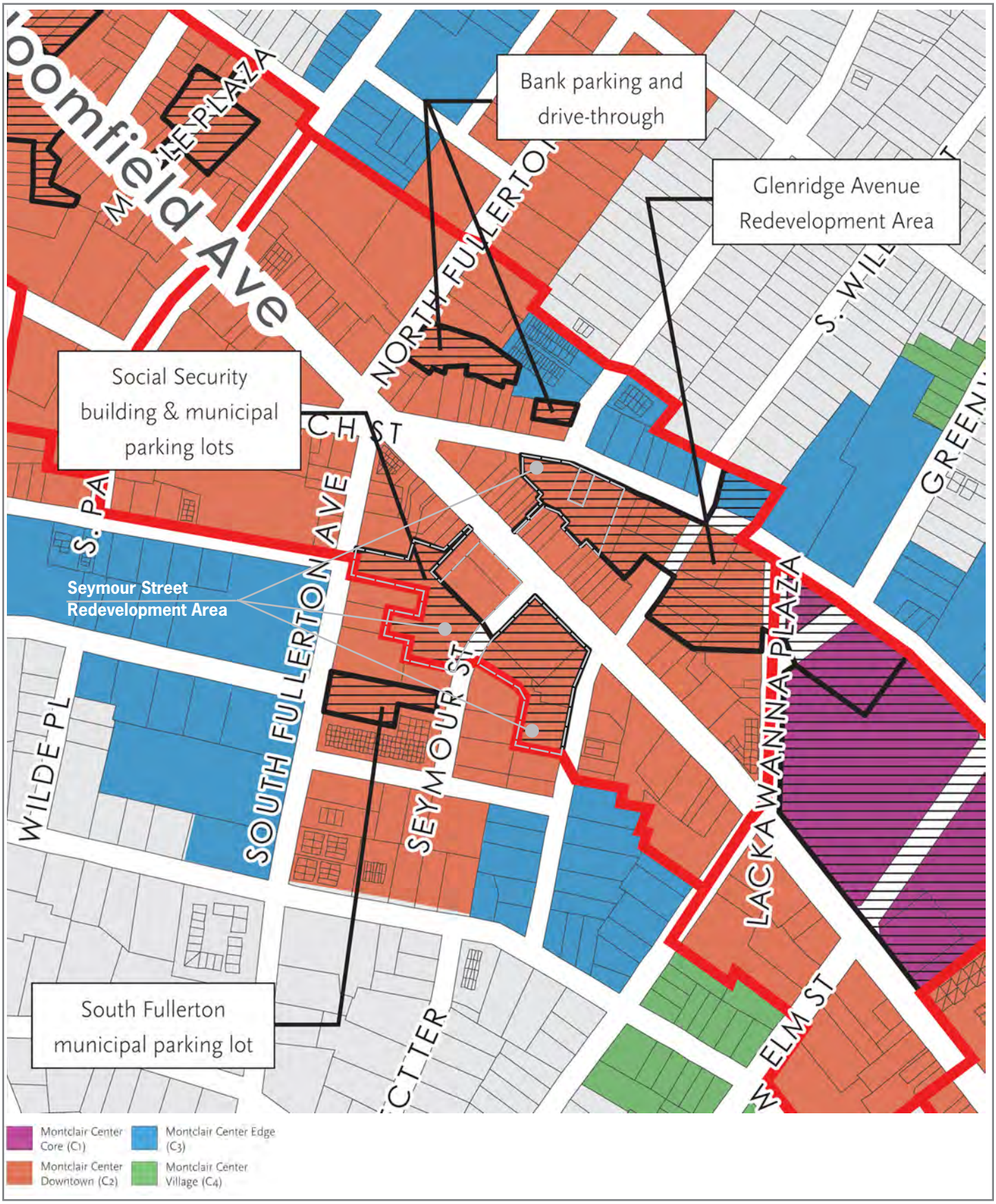


FIGURE 5: MASTER PLAN CLASSIFICATION | **SEYMOUR STREET REDEVELOPMENT PLAN** | Phillips Preiss Grygiel LLC 2016

the provision of courtesy loaner vehicles in lieu of parking, and/or contributions to planned public transit improvements.

The Master Plan sets forth several other recommendations relative to potential bulk and building standards for the C-2 area, including:

- New development should contribute to a consistent street wall along Bloomfield Avenue, Church Street and Glenridge Avenue, while not drastically changing the character of well-established corridors.

- Zoning design standards should require a minimum stepback of 10 feet at the 4th story and 15 feet at the 6th story and/or regulate street-to-building ratios so that new construction has similar vertical wall heights as existing structures – this should ensure that Bloomfield and Glenridge Avenues do not become cavernous.

- Facades should be constructed with high quality materials while allowing for maximum first floor transparency.

In terms of land uses, the Master Plan recommends the following for the C-2:

- Buildings should be a blend of retail, office and residential uses with a high ratio of ground-floor windows. When possible, the Township should encourage the construction of residential and office development above retail stores.

- Zoning should permit a mix and balance of uses that allow the district to be active during all times of the day and night.

Other relevant Master Plan land use policies include the following:

1. Encourage short-to-medium length blocks and when long blocks are necessary require publicly-accessible cut-throughs.
2. Require that buildings front onto streets.
3. Establish strong building-street connections.
4. Ensure that buildings contribute to a continuous succession of facades.
5. Discourage off-street parking from fronting onto or being visible from the street.
6. Give developers incentives to provide their residents with alternatives to individual car ownership.
7. Establish appropriate sidewalk widths.
8. Define permitted uses according to generic categories.
9. Ensure that high-quality pedestrian amenities are provided.
10. Encourage public realm and private development that maintains the scale and character inherent in the diverse and historic neighborhoods of the Township

For parking, the Master Plan recommends adjusting code-required parking ratios for Montclair Center in particular and strongly encourages shared parking "to maximize existing and future parking supply within the business districts." It notes that "shared parking strategies are best applied in business districts that

have a mix of land uses, because the concept of shared parking is based on the premise that different uses require parking at different times of the day." It further directs that "new parking should be to the rear of buildings within new parking decks and garages faced with liner buildings of retail and residential."

Additionally, "constrained [parking] resources at peak times" is identified as an "impediment to development" that also "inhibits pedestrian exploration of Montclair Center." The plan also notes that "community members expressed that existing off-street parking lots and garages are not sufficiently easy to find or access, and do not provide a feeling of security for the user."

With respect to the Midtown Lot, the Montclair Township Planning Board adopted an Amendment to the Unified Land Use and Circulation Element of the Master Plan in February 2016 which recommends the rezoning of a number of properties with frontage along Glenridge Avenue, including the Midtown Lot. Specifically, the Amendment recommends the rezoning of this area from its current C-1 classification, which allows a maximum building height of 6 stories, to a new C-3C Historic Center district, which would allow a maximum building height of 3 stories. This recommendation of the Planning Board has not yet been acted on by the Mayor and Council.

The above policies provide the framework for the land use and design standards set forth in this Redevelopment Plan. Further discussion of the Master Plan's "arts district" concept is provided in Chapter 3 and a required Master Plan consistency analysis is provided in Section 10.1.

1.6 Current Zoning

As illustrated in Figure 6, the Redevelopment Area is located within four different zoning districts, which include the C-1 Central Business District, OR-3 Garden Apartment and Office Building, R-3 Garden Group and R-4 Three-Story Apartment districts (see summary in Table 2). The Midtown Lot, Wellmont Theater, Kahn Building (Block 3106, Lot 10) and portions of the East and West Parcels are located within the C-1 Central Business district. A mix of uses, especially local- and regional-retail and dining, are encouraged within the C-1 zoning district. The OR-3 zone district along South Fullerton Avenue allows business and professional offices, one- and two-family dwellings and multifamily units. The southerly portion of the Redevelopment Area is split between the R-3 and R-4 zone districts. Both districts allow residential uses including one- and two-family dwelling units and low-rise multifamily residential developments.

Table 2: Summary of Existing Zoning in the Redevelopment Area

Zone	Permitted Uses	Max Height
C-1	First floor: retail and restaurants; Upper floors: apartments and offices	67 feet/ 6 stories
OR-3	One/two-family dwellings; multifamily units	35 feet/2 stories
R-3	One/two family dwellings; multifamily units	40 feet/ 2.5 stories
R-4	One/two-family dwellings; multifamily units	42 feet/ 3 stories

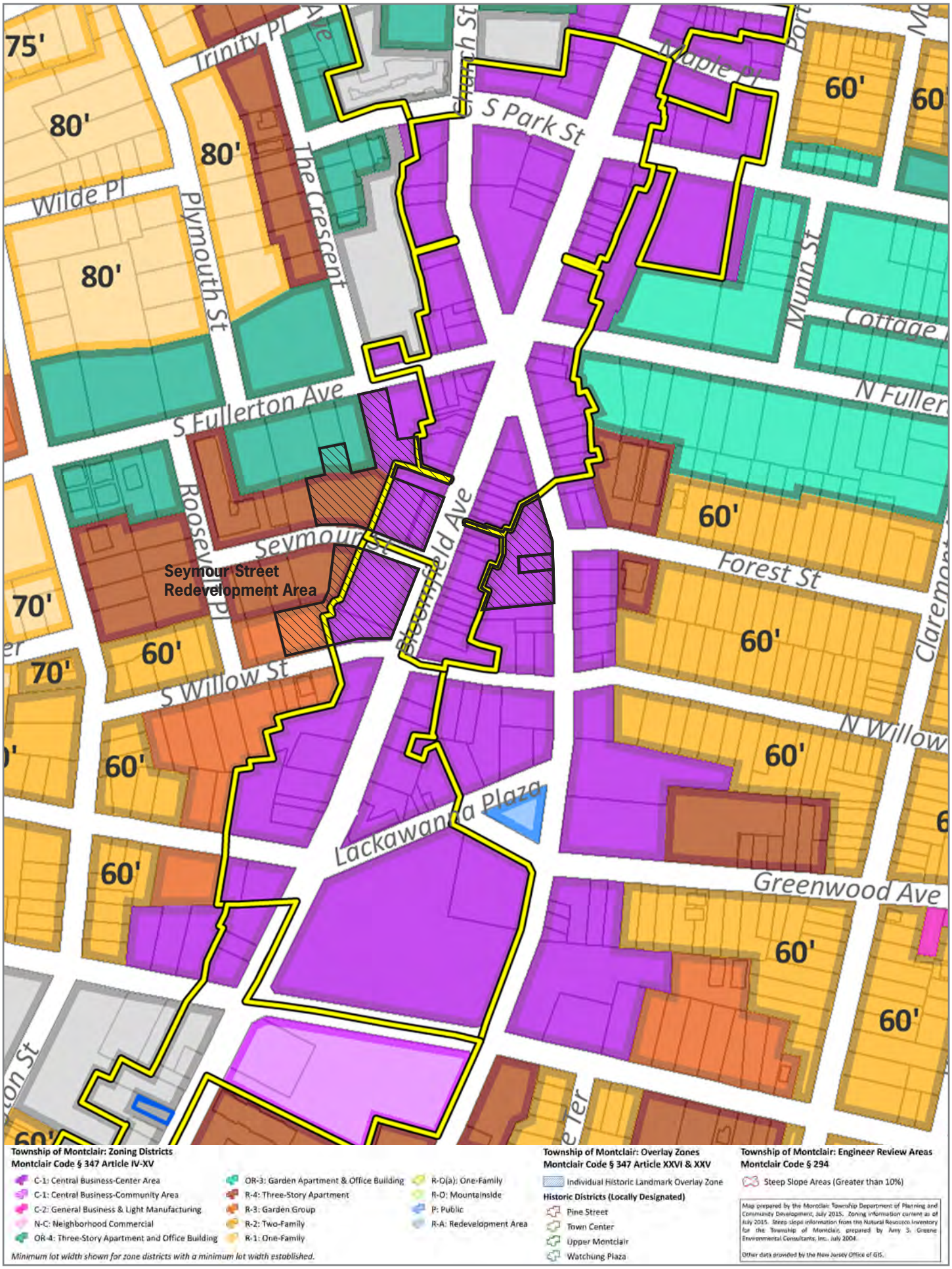


FIGURE 6: EXISTING ZONING | **SEYMOUR STREET REDEVELOPMENT PLAN** | Phillips Preiss Grygiel LLC 2016

2 DEFINITIONS AND WORD USAGE

This Plan sets forth standards for land uses, building and site design and parking. A deliberate distinction is made between "shall" and "should" throughout this plan.

> "Shall" means that a redeveloper is required to comply with the specific regulation or seek a deviation in accordance with the criteria set forth in Section 12.2.1 of this plan.
>
> "Should" means that a redeveloper is encouraged to comply but is not required to do so. If the exact recommendation cannot be met, the Planning Board will entertain a modification that meets the underlying spirit and intent of the guideline and/or the plan generally.

Except as otherwise provided below, words that appear in this Redevelopment Plan shall be interpreted in accordance with the "Definitions" section in the Township's Zoning Ordinance as set forth in Section 347-1.

Art Gallery – A commercial establishment that engages in the sale, loan and/or display of paintings, sculpture, photography, video art or other works of art. An art gallery does not include uses such as a library, museum or non-commercial gallery that may also display paintings, sculpture, video art or other works of art.

Arts Collective – Area used as a meeting place and/or exhibition center for the exchange of ideas between artists, members of the professional art community and the general public, which may provide exhibition space, work space, meeting space, lecture halls, performance space and sculpture parks, as well as food and beverage facilities.

Artist Studio – A studio for artist activities, such as painting, sculpture, photography or video art.

Artisan Industrial Studio – A studio for artisan-related crafts, which are more intensive uses, such as metalworking, glassblowing, furniture making, pottery, leathercraft and related items.

Live Entertainment – Any one or more of any of the following that is performed live by one or more persons, whether or not done for compensation and whether or not admission is charged: musical act, including karaoke, theatrical act, including stand-up comedy, play, revue, dance, magic, disc jockey or similar activity. Live entertainment may be conducted in conjunction with another use, such as a restaurant or bar or bowling alley, where such other use is open for business even when there are no performances scheduled and/or maintains hours of operation distinct from times of scheduled performances. Live entertainment does not include any form of entertainment related to an adult use or sexually-oriented business.

Live Performance Venue – A facility for the presentation of live performances, including musical acts, theatrical plays or acts, including stand-up comedy and magic, and dance clubs. A live performance venue

is only open to the public when a live performance is scheduled and does not include any form of entertainment related to an adult use or sexually-oriented business.

Live/Work Dwelling – A structure combining a dwelling unit with a non-residential use permitted in the zoning district in which the structure is located that is principally used by one or more of the residents. A live/work dwelling may also include the combination of a dwelling unit with arts-related activities, such as painting, photography, sculpture, music and film, principally used by one or more of the residents.

Microbrewery, Microdistillery or Winery – An establishment for the manufacture, blending, fermentation, processing and packaging of alcoholic beverages with a floor area of 10,000 square feet or less that takes place wholly inside a building. Such establishments may also include retail components, such as food and beverage service and retail sales of products. A facility that only provides tasting or retail sale of alcoholic beverages is not a microbrewery, microdistillery or winery use and is instead considered a retail establishment.

Recording and Rehearsal Studio – A facility for sound/video recording, broadcasting and mixing and/or rehearsal space.

Setback – A setback means the required minimum horizontal separation between a property line and a face of a building or structure. Entry stairs, window bays and porches may encroach on a setback as allowed in the ordinance or as noted herein.

Stepback – A stepback is a required minimum horizontal separation between the façade plane of designated upper level(s) of a building and the façade plane of the lower level(s) of the same building. The purpose of a stepback is to create more light and air on the street and sidewalk by increasing the horizontal separation of upper building masses from the public right-of-way. Stepbacks also help reduce the perceived bulk and height of buildings, from a pedestrian's perspective, by "stepping back" the upper mass of buildings from the sidewalk.

Story – That portion of a building included between the surface of any floor and the surface of the floor next above it; or if there is no floor above it, then the space between the floor and ceiling next above it. Any story which equals or exceeds 20 feet in height as measured between the floor and the floor of the story or roof next above it shall constitute two stories. Architectural embellishments, mechanical equipment enclosures, elevator penthouses and rooftop landscape improvements shall not be counted as a story. A parking level under a building which is not more than half of its height above grade shall not be considered a story.

Temporary Outdoor Entertainment Events – A temporary live entertainment event, such as the performance of live music, revue or play within an outdoor space.

Temporary Mobile Food Establishment – A vehicle-mounted food establishment, where food preparation and service is housed in a truck or a trailer, typically called a food truck.

Temporary Storefront Gallery – A temporary gallery within storefront windows where artwork is displayed to the public.

3 VISION AND OBJECTIVES

The Township of Montclair's vision for the Seymour Street Redevelopment Plan is to create a regional arts and entertainment destination that builds on the rejuvenated Wellmont Theater and the existing arts assets in the Montclair community. The concept of an arts and entertainment center was advanced during the preparation of the Unified Land Use and Circulation Element of the Township's Master Plan, which was adopted by the Planning Board in 2015. The fourth objective of the Master Plan is to "establish Montclair as a regional center for the arts, with particular focus on creating an 'Arts and Entertainment District' in Montclair Center." The Master Plan emphasizes the Township's role as a "magnet for the creative community" with a rapidly growing arts and entertainment sector that is as an increasingly important engine of the local economy. From an economic development perspective, the Master Plan also recognizes arts and entertainment as the most prevalent market niche in Montclair and identifies the "presence of theaters, museums and other major arts venues as catalysts for neighborhood and regional development."[1]

In order to capitalize on this opportunity, the Master Plan specifically recommends the creation of an arts sub-district oriented around the Wellmont Theater. In addition, nearly all of the policy directives of the Economic Development section of the Master Plan refer to the local importance of arts and entertainment. For example:

- Facilitate the establishment of "arts districts" as an approach to revitalizing neighborhoods where galleries and other arts venues are concentrated.
    - Support the creation and preservation of inviting public spaces and commons areas in "arts districts" to encourage people to congregate, interact and exchange ideas.
    - Encourage the location of retail, entertainment and services that complement arts districts.

- Capitalize on the presence of theaters, museums and other major arts venues as catalysts for neighborhood and regional development.
    - Develop stronger ties between arts and cultural institutions and institutions of higher learning, such as Montclair State University and Bloomfield College, to bring university-related arts programming to the community.
    - Encourage the creation of exterior exhibits, programs or physical improvements that extend the creativity of the venue to the larger neighborhood.
    - Design public capital improvements that reflect the presence of these major art and cultural institutions.

- Use public art to strengthen the "sense of place" and highlight the heritage and character of neighborhoods.
    - Create a public art program and work with developers and corporations to incorporate public art as a standard component of development projects throughout the Township.

[1] See discussion at pp. 50-52 of the Township Master Plan's Unified Land Use and Circulation Element, adopted in 2015.

- Utilize the arts community to provide technical assistance on public arts projects.
- Include public art in capital projects such as streetscape and park improvements.
- Develop a variety of funding mechanisms to support ongoing public arts projects.

A well-designed and successful arts and entertainment destination will enhance the livability of Montclair, generate more foot traffic to support Montclair Center businesses, reinforce Montclair's identity as a place for arts, culture and entertainment, attract and retain the creative class, expand the community's access to the arts and create new and nurture existing local artist networks. This Redevelopment Plan is intended to implement this important recommendation of the Master Plan.

Several recent events provided further momentum behind the arts and entertainment center concept. First, the Wellmont Theater was purchased by an affiliate of Pinnacle Companies, a Montclair-based developer (BSREP II Wellmont Theater NJ, LLC). Pinnacle subsequently embarked on a major interior renovation of the Wellmont Theater, which was completed in October 2015. In the interim, Pinnacle purchased the Social Security Administration property from the federal government. Thus, two of the key properties in the Redevelopment Area are controlled by the same owner.

In light of this emerging opportunity, the Township of Montclair hosted a visioning workshop on October 15, 2015 to allow the community to guide the future development of this area. The workshop helped formulate the following 6 planning principles which guide this Redevelopment Plan.

1. *Attract a mix of arts and entertainment-oriented land uses.* Such uses might include music, theater and other entertainment venues, restaurants, bars and cafes, art studios and galleries, live/work units and multi-family residential dwellings.

2. *Accommodate a great public space as the central design feature of the area.* This will be achieved by vacating the portion of Seymour Street in front of the Wellmont Theater to create an active and inviting public plaza. This space should provide a dramatic pedestrian entrance from Bloomfield Avenue and its design shall integrate the arts-centric identity of the area through the creative use of landscape/hardscape elements and innovative programming.

3. *Create a pedestrian-oriented environment throughout the district.* Pleasant and safe walking paths should permeate the entire project area. The spillover of post-event pedestrian traffic onto adjacent residential streets should be discouraged through the physical planning of the area.

4. *Provide adequate parking while avoiding the creation of an auto-oriented destination.* The Redevelopment Area should be a pedestrian- rather than auto-oriented destination, which encourages walking and utilization of transit alternatives. However, adequate parking shall be provided through a shared parking program. Any existing public parking spaces that are removed to facilitate the redevelopment project shall be replaced.

5. *Complement the context and character of adjacent areas through appropriate building massing and high-quality urban design.* The design of the project shall emphasize creating a positive impact on the Bloomfield Avenue streetscape by requiring a visually engaging architecture. The

use of stepbacks and other appropriate massing strategies shall be required to break down the massing of new buildings. Massing must complement the historic character of the area.

6. *Contribute to the sustainability of the Montclair community.* The design of the entire site shall emphasize energy and water conservation through good design, encourage transit alternatives and promote dark sky-friendly lighting. Finally, the plan should enhance the livability of Montclair by providing a place for the entire community to gather.

The following chapter outlines the overall land use requirements for the Redevelopment Area which are intended to implement the above vision. This is followed by a number of building, site design and other standards which ensure that new development within the Arts and Entertainment District will be of the highest quality and attain the abovementioned principles.

4 LAND USE REQUIREMENTS

4.1 OVERVIEW

Pursuant to the Master Plan, the overarching land use vision for the Redevelopment Area is to create an arts and entertainment district with a synergistic mix of uses oriented around a large public space. The overall plan for the area is conceptually illustrated in Figure 7.

The West Parcel, will be developed with a new structured parking facility with potential penthouse stories containing residential, office or other permitted uses. Arts and entertainment, retail or other active uses are encouraged within the first story but not required. The westerly portion of Lot 17 (i.e., the stem portion extending to S. Fullerton Avenue) will remain undeveloped and continue to be utilized for surface parking. The existing pedestrian alley to Bloomfield Avenue within Lot 17 will be preserved. The Wellmont Theater is hereby required to be maintained as an entertainment venue. Lot 10 shall be exempt from the below standards and shall remain subject to the underlying zoning as set forth in the Montclair Zoning Ordinance.

The East Parcel, which consists of Block 3105, Lots 1, 2 and 9, will be developed with a mixed-use building containing various arts, entertainment and retail uses within its lower portions and office and/or multifamily residential dwellings within the upper stories. The East Parcel building shall have a pedestrian-oriented design along its public plaza and Bloomfield Avenue frontages with transparent storefronts that provide views to restaurant and retail interiors. Outdoor seating areas are encouraged along the plaza.

The portion of Seymour Street located within the Redevelopment Area will be vacated and improved with a public plaza with seating areas and innovative landscape and hardscape features. The total area of the public plaza will be a minimum of 14,000 square feet. The Wellmont Theater and new uses within the East and West Parcel buildings will interact with and contribute to the vitality of the public plaza as a central gathering place in the community.

The Midtown Lot will be developed with a structured parking facility that will include (a) the replacement of all 85 of the existing public surface parking spaces in the Midtown Lot; (b) parking spaces allocated to the development within the East and West Parcels; and (c) new public parking spaces. The parking facility will be operated by a professional commercial parking operator similar to the Crescent Deck.

The Appendix includes conceptual site plans, massing views and building sections that show the intended layout/configuration for the East and West Parcels. These are included for illustrative purposes only. Changes as allowed under the requirements of this Redevelopment Plan may occur based on more complete site survey information, market conditions and more detailed architectural and engineering plans.

FIGURE 7: OVERALL PLAN | **SEYMOUR STREET REDEVELOPMENT PLAN** | Phillips Preiss Grygiel LLC 2016

4.2 Permitted Principal Uses

4.2.1 West Parcel

1. Multifamily residential dwellings (permitted above the first story only)
2. Age-restricted senior residential dwellings (permitted above the first story only)
3. Live/Work Dwellings
4. Retail, including convenience and specialty retail and personal service establishments
5. Restaurants and other eating and drinking establishments
6. Art Gallery
7. Arts Collective
8. Artist Studio
9. Artisan Industrial Studio
10. Live Entertainment
11. Live Performance Venue
12. Microbrewery, Microdistillery or Winery
13. Recording and Rehearsal Studio
14. Health or fitness facilities
15. Offices (permitted above the first story only)
16. Structured parking facilities
17. Surface parking facilities

4.2.2 East Parcel

1. Multifamily residential dwellings (permitted above the first story only)
2. Age-restricted senior residential dwellings (permitted above the first story only)
3. Live/Work Dwellings
4. Retail, including convenience and specialty retail and personal service establishments
5. Restaurants and other eating and drinking establishments
6. Art Gallery
7. Arts Collective
8. Artist Studio
9. Artisan Industrial Studio
10. Live Entertainment
11. Live Performance Venue
12. Museum and exhibit space
13. Microbrewery, Microdistillery or Winery
14. Recording and Rehearsal Studio
15. Health or fitness facilities
16. Offices (permitted above the first story only)
17. Structured parking facilities

4.2.3 Midtown Lot

1. Structured parking facility

4.3 Special Use Requirements

4.3.1 Public Plaza

A public plaza located between and partially within the West and East Parcels with a minimum area of 14,000 square feet shall be provided. Temporary outdoor entertainment events and temporary mobile food establishments shall be permitted within the public plaza. The design of the public plaza shall be subject to the review of the Planning Board in accordance with the guidelines and standards set forth in Chapter 7 and Section 9.3.

4.3.2 Arts and Entertainment

A minimum of 38,500 square feet of arts and entertainment uses shall be provided within the Redevelopment Area, consisting of the following:

(a) The Wellmont Theater, on Block 3106, Lot 10.01, which has a gross floor area of approximately 28,500 square feet, shall be preserved and utilized as a live performance venue.

(b) In addition to the Wellmont Theater, a minimum of 10,000 square feet of gross floor area shall be provided for publicly-accessible arts and entertainment facilities, which may include one or more of the following uses (inclusive of any accessory uses customarily incidental to the principal use):
   1. Live performance venues (not to exceed 5,000 square feet of gross floor area)
   2. Arts and entertainment education facilities
   3. Recording and rehearsal studios
   4. Artist studios that are regularly open to the public
   5. Artisan industrial studios
   6. Art galleries
   7. Arts collectives
   8. Museum facilities

(c) Arts and entertainment uses required as part of this paragraph shall maintain regular hours that are compatible with arts and entertainment districts.

4.3.3 First-Story Uses along Bloomfield Avenue and Public Plaza

At least 25,000 square feet of street level space along Bloomfield Avenue and the public plaza shall be dedicated to retail sales uses, eating and drinking places, and arts and entertainment uses including art galleries, live entertainment, museum and exhibit space, microbreweries and similar uses.

4.3.4 Office

A minimum of 30,000 square feet of gross floor area within the Redevelopment Area shall be allocated to office use. This may be reduced by an amount not to exceed 15,000 square feet for every additional square foot of publicly-accessible arts and entertainment use provided above the 10,000 square foot minimum floor area required in Section 4.3.2. If a black box theater is provided as part of the arts and entertainment use requirement, then the office use requirement may be reduced by a ratio of 1.5 feet for every foot of space used as a black box theater, not to exceed a total reduction of 15,000 square feet. The parking requirement for any arts and entertainment use provided pursuant to Section 4.3.3 shall be calculated at the same ratio for office space.

4.3.5 Residential

A maximum of 250 residential units, including age-restricted senior units, may be located within the Redevelopment Area.

Multifamily residential development within the East Parcel shall include a private open space area consisting of a minimum of 2,000 square feet of gross floor area.

4.4 Permitted Accessory Uses

1. Surface and structured parking facilities
2. Public plazas
3. Electric car-charging stations
4. ATM facilities located within building vestibules
5. The following may be installed on the rooftop of any building:
    a. Solar panels
    b. Rooftop terraces, gardens and decks
    c. Green roof systems
    d. Storm water retention systems
    e. Mechanical units
6. Amenity spaces customarily incidental to a multifamily residential development
7. Uses that are customarily incidental to a principal permitted use located within the same parcel

4.5 Prohibited Uses

1. Drive-thru facilities, such as drive-thru ATM facilities, banks and restaurants
2. Sidewalk ATM facilities
3. Sexually-oriented businesses
4. Head shops

4.6 Affordable Housing

Development projects involving residential uses shall address the obligation to provide realistic housing opportunities for low and moderate income families, and particularly the needs of Montclair families to secure affordable housing in the Township, by providing for such affordable housing in a redevelopment agreement between the designated redeveloper and the Township, notwithstanding or subject to any provisions or standards established in the Montclair Municipal Code. The inclusion of affordable housing, and the terms thereof, shall not be a condition of site plan approval.

5 PARKING

5.1 OVERVIEW

The parking requirements of this Redevelopment Plan derive from three key Township policy directives:

1. Montclair Township will continue to own the land underlying the current South Fullerton, South Willow and Midtown parking lots.

2. All 286 of the existing public parking spaces within the Redevelopment Plan will be replaced as part of the redevelopment project.

3. All of the parking necessary to support the redevelopment project and replacement of public parking will be funded by the designated redeveloper.

With the above framework as a guide, the following sets forth the requirements for addressing the (a) parking demand generated by the redevelopment of the East and West Parcels, (b) the replacement of all existing public parking spaces and (c) the creation of a minimum of 100 new public parking spaces within the Redevelopment Area.

5.2 MINIMUM PARKING REQUIREMENTS

The minimum number of parking spaces that are to be provided and maintained for each land use shall be determined based on the parking ratios listed in Table 3. The requirements reflect the downtown location of the Redevelopment Area and its proximity to existing Township parking facilities and public transportation resources.

Note that the maximum number of required parking spaces will be determined based on a shared parking analysis (see Section 5.5).

Table 3: Minimum Parking Requirements

USE	MINIMUM PARKING REQUIREMENT
Multifamily dwellings and live/work units Age-restricted senior housing	1.1 spaces per dwelling unit 1 space per dwelling unit
Offices	4 spaces per 1,000 square feet of gross floor area
Arts and Entertainment Uses*	2 spaces per 1,000 square feet of gross floor area
Retail Restaurants Microbrewery, microdistillery or winery Health or fitness clubs	3 spaces per 1,000 square feet of gross floor area

*Includes:

1. Live performance venues
2. Arts and entertainment education facilities
3. Recording and rehearsal studios
4. Artist studios
5. Artisan industrial studios
6. Art galleries
7. Arts collectives
8. Museum facilities

5.3 Allocation of Required Parking to the Midtown Lot

The Township intends to develop a structured parking facility on the current Midtown Lot. The Midtown Lot is an accessible and convenient parking location for visitors to the Redevelopment Area. The redeveloper may provide up to 50% of the required parking for the redevelopment project within the new parking facility on the Midtown Lot. The design of the parking facility on the Midtown Lot should consider the potential to incorporate retail space, bicycle parking and/or shuttle bus parking.

5.4 Replacement of Existing Public Parking Spaces

The Redevelopment Area contains a total of 286 public parking spaces in the Midtown, S. Willow and S. Fullerton parking lots (see Table 4).

Table 4: Breakdown of Parking Spaces within Township Parking Lots

	Meter	Permit	Total
Midtown Lot	48	37	85
S. Willow Lot	15	49	64
S. Fullerton Lot	55	82	137
TOTAL	**118**	**168**	**286**

The 85 existing parking spaces within the Midtown Lot will be replaced within the new structured parking facility to be constructed on the property.

The 201 existing public parking spaces within the S. Fullerton and S. Willow Lots will be replaced in accordance with the following requirements:

- A minimum of 60 permit parking spaces will be included in parking facilities constructed on the East and West Parcels. The use of these spaces will be permitted and coordinated with the Township of Montclair

- The balance of the existing public parking spaces (141) shall be replaced anywhere within the Redevelopment Area.

Finally, it is anticipated that approximately 11 on-street parking spaces presently located on Seymour Street will be removed in order to facilitate two-way circulation along Seymour Street. These spaces shall be replaced within a parking facility located on the West Parcel and accessed from Seymour Street.

5.5 Shared Parking

A determination of the actual parking requirement for the Redevelopment Area shall be based upon the shared parking opportunities provided by the mixed-use nature of the project. The redeveloper shall be required to submit a shared parking analysis as part of the site plan application. The required public parking spaces pursuant to Section 5.3 will be excluded from the shared parking analysis and it is assumed the public parking spaces will be 100% utilized at all times. The shared parking analysis must be prepared by a qualified parking expert or licensed professional planner based on the anticipated hours of operation and specific operational characteristics of the anticipated users in the proposed development.

The shared parking analysis should include the following steps:

1. *Determine the minimum parking requirement for the individual uses in the development project.* The minimum number of parking spaces that are to be provided for each use shall be based on the parking ratios included in Table 3.

2. *Adjust for shared parking*. The minimum parking requirement for each use shall be multiplied by the "occupancy rate" as indicated in Table 5.

3. *Tabulate the minimum parking requirement for each time period*. The sum of the adjusted minimum parking requirements for each land use for each of the six time periods shall be calculated to determine an overall project minimum parking requirement for each time period.

4. *Total minimum parking requirement*. The highest of the six time period total shall be the minimum parking requirement for the mixed use project.

5. *The surplus parking spaces shall remain available for public parking at all times.* See further requirements in Section 5.5 below.

If the shared parking analysis is deemed acceptable, the Planning Board may relax the aggregate total of required spaces to account for the shared use of the provided spaces.

Table 5: Parking Occupancy Rates for Shared Parking

USES	MONDAY-FRIDAY			SATURDAY-SUNDAY		
	8AM-6PM	**6PM-12AM**	**12AM-8AM**	**8AM-5PM**	**6PM-12AM**	**12AM-8AM**
Residential	60%	100%	100%	80%	100%	100%
Professional/Business Office	100%	20%	5%	5%	5%	5%
Retail/Arts and Entertainment Uses	90%	80%	5%	100%	70%	5%
Restaurant	70%	100%	10%	70%	100%	20%
Institutional Educational	100%	20%	5%	10%	10%	5%

Source: Victoria Transport Policy Institute/NJ Parking Matters Handbook

5.6 Creation of New Public Parking Spaces

The shared parking analysis shall demonstrate that a minimum of 100 new public parking spaces will be available within the Redevelopment Area at the time of peak parking demand generated by the new uses in the East and West Parcels. This will ensure that at least 386 public parking spaces will be available for the community at all times (286 existing public parking spaces + 100 newly created public parking spaces).

Additional public parking spaces shall be available at all other times of the day.

5.7 Parking Management Plan

Any site plan application for the redevelopment of the East and/or West Parcels shall include a Parking Management Plan that provides a narrative description and accompanying tables explaining how the parking demand generated by the various proposed uses within the Redevelopment Area will be addressed. As an existing use, the Wellmont Theater (Lot 10.01 in Block 3106) is not technically required to meet a minimum parking requirement. However, the Parking Management Plan will address parking demands generated by the Wellmont Theater and demonstrate an improvement from existing (i.e., pre-redevelopment) parking conditions.

5.8 Parking Stall Dimensions

Dimensions of parking spaces within parking garages shall be a minimum of 8.5 feet in width by 18 feet in length. Dimensions of other parking spaces shall be in accordance with Section 281-9 of the Site Plan Review Ordinance.

5.9 Car-Sharing

If the redeveloper is able to secure an agreement with an established car-sharing company, such as ZipCar or Enterprise CarShare, six (6) spaces may be substituted for each space devoted to a shared car. Car-sharing should be detailed and accounted for in the redeveloper's shared parking analysis. The total car-share parking credit for the overall redevelopment project shall not exceed 12 spaces and shall not be credited against any public parking requirements set forth herein.

5.10 Electric Car-Charging Facilities

All parking facilities within the Redevelopment Area shall include at a minimum two electric car charging stations as well as the infrastructure necessary to support additional car charging facilities to accommodate future demand. The car-charging facilities shall be the responsibility of the redeveloper.

5.11 Bus Parking

A dedicated parking area shall be provided within the West Parcel to accommodate tour buses for Wellmont Theater and other events within the arts and entertainment district. Said area shall include electrical hook-ups for the buses.

6 BUILDING HEIGHT AND MASSING

6.1 BUILDING HEIGHT

The sloping topography of the Redevelopment Area presents both challenges and opportunities from a design viewpoint. For instance, it is anticipated that the entrances to the East Parcel building at the level of Willow Street will be 2 stories below the entrances to the building from the public plaza. This also allows for the parking garage to be built into the grade of the site and not visible from the public plaza.

Due to the unique conditions posed by the site topography, building height will be controlled in terms of the number of stories along each frontage or façade as well as by absolute height as measured from mean grade.

The maximum building height and massing requirements for the East and West Parcels are set forth below. Conceptual plan, massing and building section diagrams which graphically depict the potential zoning envelope within both parcels are included within the Appendix.

6.1.1 East Parcel

The massing of the East Parcel building is intended to transition or "step up" building height and bulk from the lowest portion of the building along Willow Street to its highest point along the building façade to the rear of the public plaza. The prescribed massing requirements are also intended to emulate the physical character of surrounding buildings, including the existing heights of buildings along Bloomfield Avenue, the transition in height between the Kahn building (Block 3205, Lot 10) and the Wellmont Theater (Block 3205, Lot 10.01) and the varying heights of up to 8 stories of the existing multifamily buildings along Seymour Street to the south of the Redevelopment Area.

6.1.1.1 Willow Street Façade

Story	Maximum Height as Measured from Mean Grade Elevation of the East Parcel (277 feet)	Vertical Massing Requirements	Horizontal Massing Requirements
1	38 feet	No required setbacks or stepbacks along Willow Street All building mass shall be setback 15 feet from the property line along Block 3105, Lot 3	Façade shall be broken down into smaller units in order to avoid one long uninterrupted facade
2			
3			
4	60 feet	Building shall be stepped back at least 7 feet from the lower stories facing Willow Street 4th story building mass shall be stepped back at least 7 feet from the lower stories facing the property line along Block 3105, Lot 3	Material changes or other design strategies should be used to differentiate 4th and 5th story mass from the lower stories
5		5th story building mass is prohibited within 100 feet of the southerly property line along Block 3105, Lot 3	
6	70 feet	6th and 7th story mass is prohibited within 24 feet of the easterly property line along Willow Street 6th and 7th story building mass is prohibited within (a) 100 feet of the southerly property line along Block 3105, Lot 3; and (b) 75 feet of northerly property line along Bloomfield Avenue	6th and 7th story mass shall not exceed 70 feet of linear frontage along Willow Street
7	81 feet		

6.1.1.2 Bloomfield Avenue Façade

Story	Maximum Height as Measured from Mean Grade Elevation of the East Parcel (277 feet)	Vertical Massing Requirements	Horizontal Massing Requirements
1	49 feet	No required setbacks or stepbacks	Façade shall be broken down into smaller units in order to avoid one long uninterrupted facade
2			
3			
4			
5	60 feet	Building shall be stepped back at least 7 feet from the lower stories	Material changes or other design strategies should be used to differentiate 5th story mass from the lower stories

6.1.1.3 Seymour Street/Public Plaza Façade

As illustrated in Figure 8, the Seymour Street/Public Plaza façade shall begin no less than 50 feet from Bloomfield Avenue which approximately aligns with the property demarcation between the Kahn Building (Block 3106, Lot 10) and the Wellmont Theater (Block 3106, Lot 10.01).

Story	Maximum Height as Measured from Mean Grade Elevation of the East Parcel (277 feet)*	Vertical Massing Requirements	Horizontal Massing Requirements
1	60 feet	All building mass shall be setback at least 12 feet from the westerly property line along Seymour Street	Façade shall be broken down into smaller units in order to avoid one long uninterrupted facade
2			
3			
4			
5	70 feet	Portion of 5th story building mass across from the Wellmont Theater shall be stepped back at least 7 feet from the lower stories As defined above, this 5th story building mass is prohibited within 50 feet of northerly property line along Bloomfield Avenue	Façade shall be broken down into smaller units in order to avoid one long uninterrupted facade
6	81 feet	6th story mass is prohibited within 100 feet of the northerly property line along Bloomfield Avenue 6th story building mass is prohibited within 10 feet of the southerly property line along Block 3105, Lot 8	6th story mass shall not exceed 70 feet of linear frontage along Seymour Street

*As the average finished grade of the public plaza will be approximately 283 feet, it is anticipated that approximately 6 feet of the allowable building height for the Seymour Street/Public Plaza façade as defined in the above table is actually below grade and not visible.

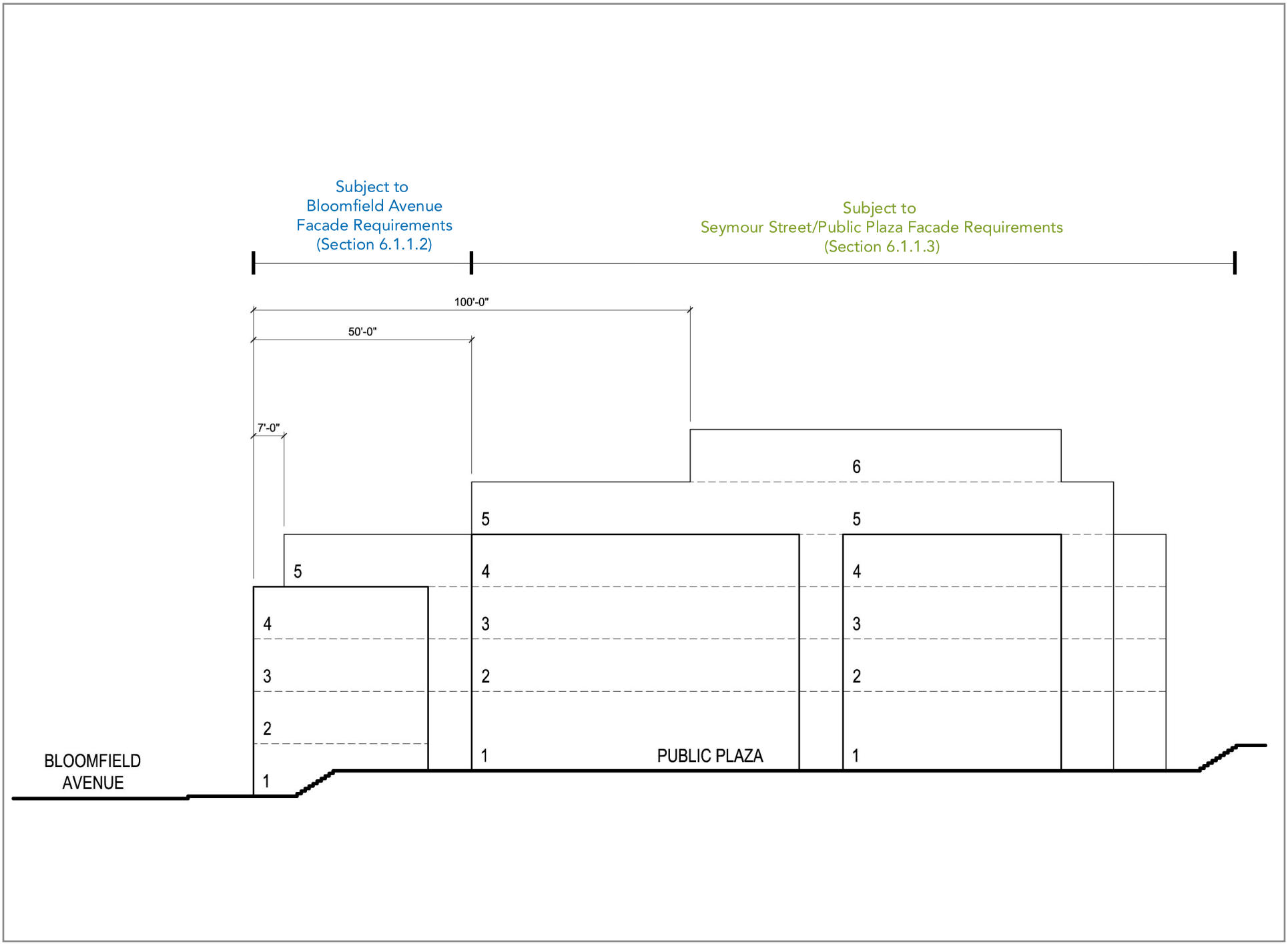


FIGURE 8: DEMARCATION OF BUILDING FACADE ALONG PUBLIC PLAZA/SEYMOUR STREET | **SEYMOUR STREET REDEVELOPMENT PLAN** | Phillips Preiss Grygiel LLC 2016
SOURCE: PPG, SMITH MARAN ARCHITECTURE + INTERIORS LLC

6.1.2 West Parcel

The massing of the West Parcel envisions the construction of a 5-story structured parking facility which is compatible with the heights of the Wellmont Theater and surrounding multifamily residential structures. Two penthouse stories will be allowed on top of the parking structure if a stepback of at least 15 feet is provided along the easterly and westerly facades of the structure.

Story	Maximum Height as Measured from Mean Grade Elevation of the West Parcel as measured along Seymour Street frontage (290 feet)	Vertical Massing Requirements	Horizontal Massing Requirements
1	55 feet	No required setbacks or stepbacks	See design requirements for parking facilities in Section 6.6
2			
3			
4			
5			
6	80 feet	Building shall be stepped back at least 15 feet from the lower stories along the easterly and westerly facades	Material changes or other design strategies should be used to differentiate 6th and 7th story mass from the lower stories
7			

6.1.3 Midtown Lot

The maximum permitted height for the new parking structure on the Midtown Lot shall be 5 parking levels or the equivalent of 4 stories.

6.2 Roof Requirements

The required setbacks for mechanical equipment located on roof areas within the East Parcel vary from 10 feet to 20 feet as depicted in the diagram included as Figure 9. For the West Parcel, mechanical equipment shall be setback a minimum of 10 feet from the building façade. All roof-mounted mechanical equipment shall be screened from view at the street level.

Green roof elements are strongly encouraged for all new buildings within the Redevelopment Area.

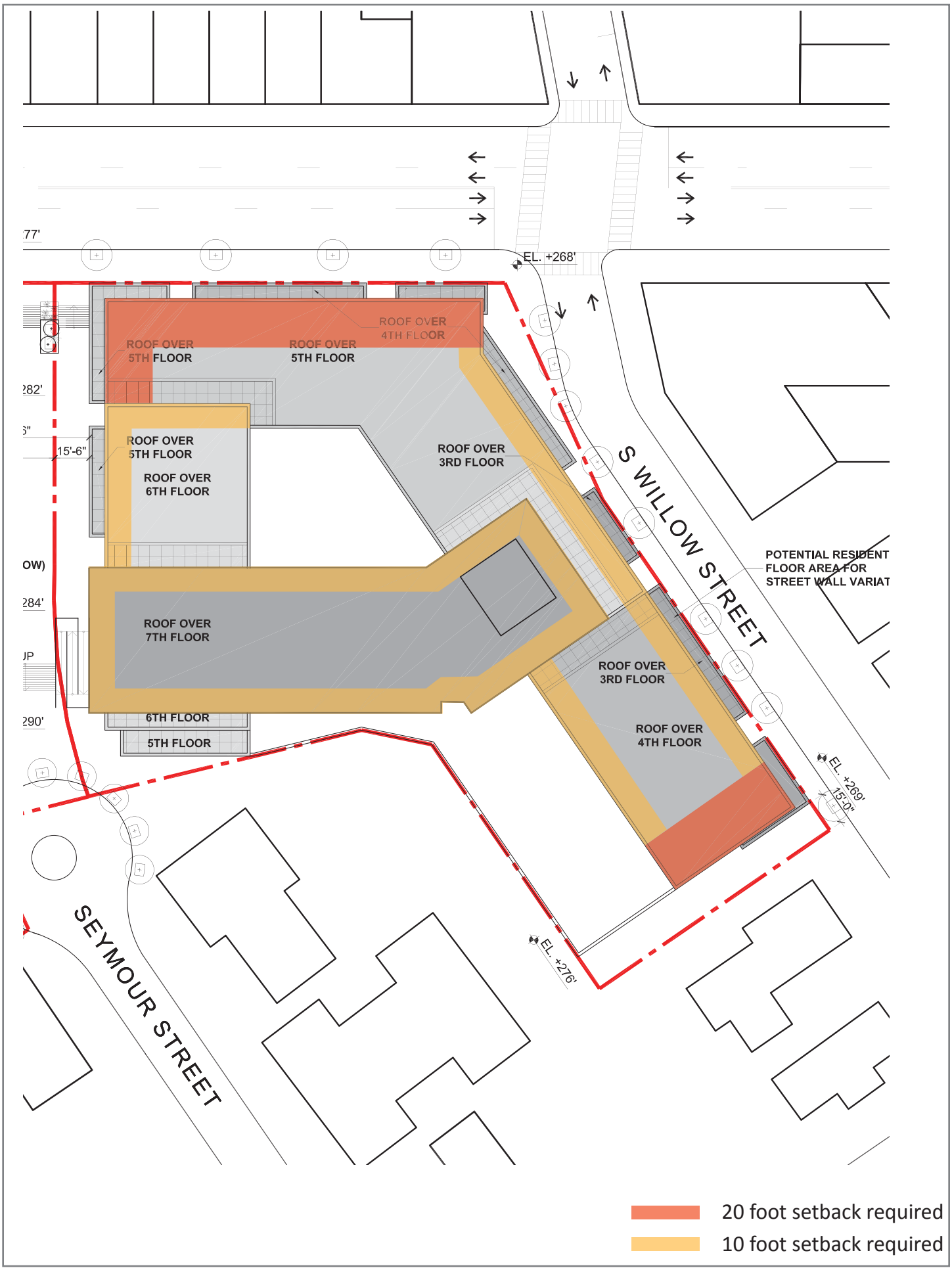


FIGURE 9: MINIMUM SETBACKS FOR MECHANICAL EQUIPMENT ON THE EAST PARCEL | SEYMOUR STREET REDEVELOPMENT PLAN | Phillips Preiss Grygiel LLC 2016 | SOURCE: Smith Maran Architecture And Interiors, 2016

7 Town Center Architecture and Design Standards

Orientation to the Standards

The Design Standards consist of three parts: Rules, Tools and Direction. The strategy of this Redevelopment Plan's Design Standards consists of empowering development team and designers to do their best work within a prescribed architectural framework.

Section 7.1 - Rules
Principles for good town center design, with special consideration for the historic town center.

Section 7.2 - Tools
An analysis of what makes Montclair special, providing the basis for building design strategies.

Section 7.3 - Direction
An aesthetic roadmap that narrows the stylistic paths for one or more parts of a given project.

Sections 7.1 and 7.2 below highlight the key principles of the Rules and Tools, respectively. The primary text for Sections 7.1 and 7.2 can be found in the Appendix. All Sections below – 7.1, 7.2 and 7.3 – contain captioned images illustrating points in the text.

These standards seek to promote quality outcomes – and avoid generic design solutions – by defining acceptable design goals, providing a broad and deep understanding of the aesthetics underlying the local built environment, and drawing from that understanding to create buildings and places that both respond and contribute to the character of the immediate project site and its broader context, Montclair's Town Center. While these guidelines prioritize the integration of local design character, with equal emphasis they direct the development team and its designer to deliver a building or group of buildings that is distinctive and purposefully not the product of "design by committee." In other words, in addition to requiring designers to respond directly to the character of an existing architectural context, the guidelines support the creative contribution of the professional designer, who is tasked here with going beyond mere stylistic imitation to articulate a respectful 21st century design vision with its own internal logic and integrity.

All development within the Plan Area is subject to the following design standards. If any of the following provisions cannot be met, the Planning Board will entertain modifications that meet the underlying spirit and intent of the provision and/or the Redevelopment Plan generally in accordance with the criteria set forth in Section 12.2.2. Deviations may be requested through a design waiver process and are not subject to the positive and negative criteria associated with the granting of variances.

In the event of a specific conflict between the Town Center Architecture and Design Standards and the development standards contained elsewhere in this Redevelopment Plan, the provisions of the Town Center Architecture and Design Standards shall not be construed to supersede the development standards contained elsewhere in this Redevelopment Plan.

7.1: Rules
Town Center Design – Essential Principles

7.1.1 Introduction: Rediscovering Main Street

- Creating authentic and appropriate places for public gathering and use is a priority.
- With large pockets of inactivity at critical junctures, Bloomfield Avenue falls short of providing a safe, vibrant, walkable Main Street experience.
- Town center design today needs to learn from the examples of the past, including lessons from Montclair itself.

For the full description of these and other related points, see the Appendix, Section 7.1.1.

7.1.2 The Walkable Community

- All new Main Street development must support the walkable community.
- Walkable, human-scaled streets enrich our social, cultural and economic lives, and improve the physical health of the individual and community.
- In a historic town center, walkability is enhanced by a variety of approachable buildings and well-defined public space.

For the full description of these and other related points, see the Appendix, Section 7.1.2.

1.2-1: Encouraged: Church Street in Montclair's Town Center is an excellent example of a human-scaled street whose generous sidewalk widths, varied storefronts and reduced vehicular traffic draw pedestrians throughout the day, encouraging an active and interconnected lifestyle.

1.2-2: Encouraged: Shoulder-to-shoulder buildings facing one another across a street or public plaza create a sense of enclosure and safety, and transform public spaces into comfortable "outdoor rooms" that invite lingering by residents and visitors.

7.1.3 Valuing the Unique Character of Place

- Memorable town centers, like Montclair's Central Business District, have a unique physical identity.
- "Anywhere, USA" architecture, a generic faux-traditional style created in the last few years, is not adequate to produce an authetic, appropriate design for a pre-existing historic town center.
- Understanding and drawing inspiration from the historic character and culture of a community forms the basis for authentic, appropriate design.

For the full description of these and other related points, see the Appendix, Section 7.1.3.

1.3-1: Discouraged: "Anywhere, USA" is an unofficial style of architecture that has developed in the last 15 years, ignoring local context and replicating an architectural aesthetic employing ill-defined "traditional" building design.

1.3-2: Discouraged: Brick is often employed across the country to imitate existing traditional architecture. However, if lacking in detail and paired with other plain surfaces, brick alone cannot provide the depth and character of our nation's better buldings.

1.3-3: Discouraged: The base-middle-top facade strategy is rooted in traditional design, as are varied setbacks and cornices. When the materials and details of local design examples are ignored, however, new buildings can appear generic and cookie-cutter.

1.3-4: Discouraged: The extreme width and uniform height of this development compete with the attempt to create smaller, interesting buildings out of a single mass. Especially in the context of lower buildings, the project appears overbearing.

1.3-5: Encouraged: Imitating surrounding structures is not required to create buildings that reflect the character of their context. This Portland, ME museum takes cues in form and material from local landmarks. Town Centers need not be frozen in time.

7.1.4 Analyzing the Character of Place

- Distinctive town center architecture is quantifiable and the product of many centuries, and should be properly studied and provide the foundation for an informed design approach.
- The buildings themselves define the character of the downtown and help give a community a sense of identity, stability and history.
- Building characteristics create an architectural language that provides a common reference point for redevelopment applicants.
- Buildings and public spaces depend on one another to make neighborhoods, and cannot create vibrant communities without one another.

For the full description of these and other related points, see the Appendix, Section 7.1.4.

1.4-1: Encouraged: Varied buildings in Tribeca, New York City, jointly give the community a sense of identity, while individually reflecting the era of their origin.

1.4-2: Encouraged: A generous public plaza with simple brick paving provides an excellent backdrop for an eclectic group of historic structures. Tables, chairs, umbrellas, and selective landscaping bring further order and appeal to this tableau.

1.4-3: Encouraged: In a reinvention of this historic square, the designers embraced the historic quirks of the space. Namely, they removed curbs and cars in order to re-establish a pedestrian realm and uncovered ancient irrigation canals as new sources of play.

1.4-4: Encouraged: A group of buildings similar in style and height can easily frame a flexible outdoor room. Its use can vary from day to day and season to season, serving many needs for the community around it.

1.4-5: Encouraged: Princeton's Hinds Plaza is a true public space, where open area is reserved expressly for public use. The plaza's framing by buildings with storefronts creates a sense of enclosure, fostering activity and extended visits.

1.4-7: Encouraged: If accessible, private developments can also provide welcoming spaces for the public, such as the open arcade at the base of a building and the grand stairs often found outside institutional buildings and houses of worship.

1.4-6: Encouraged: Off-the-beaten-path rights of way, such as wider alleys between buildings, sometimes become semi-public spaces where unusual architecture and lower levels of pedestrian traffic allow for a sense of intrigue and intimacy.

7.1.5 Midrise Design: "Building Block" of the New Main Street

- Development must be directed toward preserving the makeup of existing housing stock, with its varied price points and lifestyle options.
- Midrise architecture is the "building block" of the revitalized New Main Street, providing increased density while still providing light, air and a welcoming human scale.
- When carefully designed, midrise buildings can be harmoniously inserted into an existing street fabric without detracting from neighboring buildings through a combination of details and design strategies.

For the full description of these and other related points, see the Appendix, Section 7.1.5.

1.5-1: Encouraged: Carefully designed stepbacks in midrise buildings can produce matching rooflines between historic structures and larger, stylistically different neighbors. Buildings utilizing stepbacks are perceived as smaller by pedestrians.

1.5-2: Encouraged: A clear series of stepbacks allows a new six-story building to continue a three-story streetwall established by its older neighbors, with its upper three stories progressively reduced in visibility.

1.5-3: Encouraged: Stepbacks must be combined with clear form or detail to work effectively. The above example uses punched window openings, a stringcourse at its second floor, and a cornice at the top of the fifth floor to relate to an older builidng (at right).

1.5-4: Encouraged: A prominent corner transition employs a deep entrance canopy and third-story stepbacks on the side to create a welcoming streetscape and an architectural rhythm easily legible to pedestrians.

1.5-5: Discouraged: Over-prescription of stepbacks may backfire, creating unnecessary complexity at odds with most historic town center contexts. In this example, busy massing and minimally detailed surfaces emphasize bulk.

1.5-6: Discouraged: Uniform stepbacks on all sides of a building threaten to create a pyramid effect, highlighting overall mass rather than minimizing it. Where upper stories of a new midrise building will be visible from several directions, this must be avoided.

7.1.6 Choosing Integrity over Imitation

- The integration of concepts from the past and present to create buildings that have their own integrity, independent of any imitative qualities, is of utmost importance.
- Direct simulation of historical architecture in new construction is unrealistic for many reasons.
- Designers and developers must respond imaginatively to the lessons taken from pedestrian oriented pre-war urban design must contemplate the differences between the past and present and incorporate the car's importance to everyday life.
- The past provides many tools for designers, but design strategies must be focused on now and not on nostalgia.

For the full description of these and other related points, see the Appendix, Section 7.1.6.

1.6-1: Discouraged: Requiring buildings to imitate or integrate historical styles and elements can lead to designs that seem like cheap parody.

1.6-2: Encouraged: Understanding what makes historical architecture work produces new architecture that works as an equal partner with historical context, without being a simplistic imitation.

1.6-3: Encouraged: Historically-inspired architecture can dramatically reinterpret its surroundings, incorporating new materials and details, such as the stone facade paneling, abstract caryatids and cornice seen here.

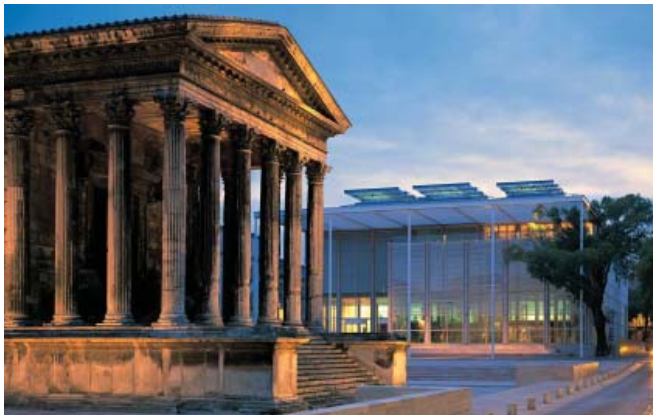
1.6-4: Encouraged: An architecture that uses massing strategies involving changes in facade depth and layers of order can fit within a neighborhood despite being larger than its surrounding context, even without stepbacks.

1.6-5: Encouraged: Incorporation of historical material and style, such as brick and industrial openings in Newark, can be combined with new materials and expanded glazing to create a building suited for modern functions without seeming out of place.

7.1.7 Having Architectural Ambition

- The goal of these design guidelines is not to require "design by committee," but to draw out architectural ambition while respecting the realized aspirations of past designs.

For the full description of these and other related points, see the Appendix, Section 7.1.7.



1.7-1: Encouraged: Ambitious architecture can respect and reflect the best that cities' histories have to offer while embracing modern values, without resorting to imitation or "design by committee."

7.2: Tools
Montclair Town Center – Lessons to Learn

7.2.1 Where the Suburb meets the City

- Montclair's Town Center Main Street illustrates the balance between the suburb and the city, which remains a primary draw to the Township and is one of its great strengths.
- Both those looking for an escape from the city and a walkable downtown lifestyle find what they are looking for in Montclair, despite opposing perspectives.
- The Township's greatest challenge is preserving the character of its buildings while meeting the evolving, sometimes competing, needs of its citizens.

For the full description of these and other related points, see the Appendix, Section 7.2.1.

2.1-1: Ample al fresco seating on South Park Street and musicians on Church Street are examples of amenities that organically grow out of a well-designed walkable environment, providing as much character as the surrounding buildings.

7.2.2 A Living Museum

- Montclair's diverse commercial architecture reflects the fashionable urban culture that new town residents successfully infused within the aesthetic framework of a late 19th- and early 20th-century pastoral village.
- Lasting effects of a 1909 report by landscape architect John Nolen are evident in some of the most impressive buildings in the Town Center.
- The richness of the architectural collection now standing within the Town Center and the high standard of its design and construction quality are what is truly remarkable about the central business district.
- The mix of active zones and pockets of inactivity in today's Town Center reflect all the influences of the recognized "Period of Significance" and since on its growth and development.
- Contributing buildings were mainly constructed between 1885 and 1937, and represent numerous architectural styles.

For the full description of these and other related points, see the Appendix, Section 7.2.2.

2.2-1 and 2.2-2: As seen c.1946, the north side of Bloomfield Avenue, between North Fullerton Avenue and Park Street, displays an eclectic mix of architectural styles created over 50 years of spirited Town Center investment and development.

2.2-3: The 1913 former Municipal Hall, now Police Headquarters, at the corner of Valley Road and Bloomfield Avenue, handsomely combines Renaissance Revival proportions with Beaux-Arts detailing.

2.2-6: The 1926 Wedgewood Building's long, highly articulated Neoclassical commercial façade graciously ties Church Street to Bloomfield Avenue along South Park Street. Its steady rhythm of decorative bays and storefronts sustains the walkable street.

2.2-4: Although no longer serving its original function, the 1913 Beaux-Arts Lackawanna Train Station's high ceilings and arched, thermal windows create a dramatic interior space well-benefiting its bar and restaurant tenant.

2.2-7: Montclair's Town Center provides numerous instances of well-designed structures of varying architectural style collected in close proximity. This combination of quality and variety is pivotal to the Town Center's built character.

2.2-5: Sited prominently at the western "gateway" into Monclair along Bloomfield Avenue, the Montclair Art Museum's 1914 Neoclassical design serves as an example of the high standards the Township seeks in its built environment.

2.2-8: Varied development along Bloomfield Avenue. Development at Lackawanna Plaza, at the bottom right of the image, shows the influence of more vehicular-oriented design, with parking lots replacing the streetwall.

7.2.3 Leveraging Key Historic Assets

- Near three key historic buildings in the Town Center, exactly where there should be high points of visual delight and experience on Bloomfield Avenue, there are dead spots and discontinuity.
- In a climate of renewed interest in town center living, anchoring new development around the Wellmont Theater will play a critical role in the ongoing rejuvenation of Bloomfield Avenue.

For the full description of these and other related points, see the Appendix, Section 7.2.3.

2.3-1: With the closing of the Social Security Administration building, a pocket of relative inactivity along Bloomfield Avenue grew quieter. The revived Wellmont Theater sits in isolation, an odd contrast to the empty property next door.

7.2.4 Building Basics: Lowrise Design

7.2.4.1 Lowrise Design Background

- The majority of the buildings in the Town Center were constructed as abutting lowrise commercial structures, 2-3 stories high with flat roofs.
- The lowrise design making up Town Center buildings include a discernable set of details and design strategies.

For the full description of these and other related points, see the Appendix, Section 7.2.4.1.

2.4.1-1: Lowrise buildings in Montclair never utilize stepbacks. Multiple facades, built out of complementary brick and glazed masonry and similarly detailed to create bays, nevertheless create a coherent, visually interesting streetwall.

7.2.4.2
Lowrise Design Precedents

- There is no “ideal” building displaying each design strategy perfectly, but studying a group of buildings in Montclair’s Town Center presents typical and effective lowrise design.
- The Louis Harris Building is an excellent example of an identifiable base-middle-top façade expression, a mix of residential and commercial uses, and an appropriate use of varied materials.
- The Wellmont and Kahn buildings, constructed at the same time, employ numerous strategies in order to differentiate the two buildings as they front different streets while tying them together through material and compositional similarity.
- 440-444 Bloomfield Avenue articulates its mass in order to increase perceived verticality and stateliness in what could have been a flat, square façade built out of a very simple material.

For the full description of these and other related points, see the Appendix, Section 7.2.4.2.

2.4.2-2: Constructed together, the Wellmont Theater and Kahn buildings share an archtectural language but are massed to differentiate themselves and present very different faces along Bloomfield Avenue and Seymour Street.

2.4.2-1: The Louis Harris Building on Park Street is organized into a bold bottom-middle-top composition using a tall storefront, decorative bands and individual ornaments. Windows are grouped and spaced to emphasize verticality.

2.4.2-3: Buildings do not require expensive carved stone or molded masonry to create a contextual facade. Brick pilasters, draped lintels and a corbeled brick cornice at 440-444 Bloomfield Avenue make for a handsome, harmonizing building.

7.2.5 Building Basics: Midrise Design

7.2.5.1
Midrise Design Background

- Examples of midrise design in Montclair's Town Center document a range of effective design strategies for 4-7 story buildings.

For the full description of these and other related points, see the Appendix, Section 7.2.5.

2.5.1-1: At more than half the height of the towering Claridge Apartments, the Hinck Building employs a rare midrise stepback to hide the top half of its original theater, preserving the pedestrian scale of Church Street and Bloomfield Avenue.

7.2.5.2
Midrise Design Precedents

- Claridge Apartments is a focal point of its area of the Town Center without overpowering the scale of its neighbors. It fits appropriately within the historic district's eclectic character-defining streetscape, despite its very tall, solid mass.
- The Madison Building is designed in such a way that its massing and composition create a harmonious façade that is not overbearing on its shorter neighbors.
- Pre-war apartment buildings on Seymour Street have a permanent, sturdy appearance tempered by graceful architectural gestures that break down a five-story mass.

For the full description of these and other related points, see the Appendix, Section 7.2.5.2.

2.5.2-1: At six stories tall, the Claridge Apartments is one of the tallest buildings in Montclair. However, material choices, window placement and detailing allow the building to fit within its context without a single stepback.

2.5.2-2: The Madison Building uses grids of varying scales and rhythms in order to reduce its perceived scale. Differences in height and width between it and its neighbors are visible in this photograph, but hardly apparent at the pedestrian level.

2.5.2-3: Multi-family apartment buildings along Seymour Street display what a bottom-middle-top strategy can look like when not employed by a mixed use building, as typically seen along Bloomfield Avenue.

2.5.2-4: Shallow massing projections divide the building into vertical bays, breaking down the scale of the four-story structure. Stone framing the central entrance matches a stringcourse and the window sills, unifying the composition.

7.2.6 Building Basics: Site Surroundings

- Individually and in groups, the buildings on the north side of Bloomfield Avenue directly across from the redevelopment area provide lessons in how small and large design decisions impact our perception of the streetscape.
- 395-401 Bloomfield Avenue has an outsize presence due to the attention paid to brick pattern and detailing, in spite of its size.
- 393 and 387 Bloomfield Avenue form an odd couple that provide a general sense of continuity for the pedestrian but are a jarring contrast from afar.
- East of 387, a series of taller buildings use assorted strategies to create a human scale at the street level.
- 369 Bloomfield led a life as an elegant and restrained example of Art Deco Design prior to its current identity crisis.
- 367 Bloomfield Avenue accomplishes a great deal with a minimum of fuss, utilizing a Neo-Industrial style.

For the full description of these and other related points, see the Appendix, Section 7.2.6.

2.6-1: A simple single story building on Bloomfield Avenue, facing Seymour Street, is subdivied into bays by brick piers, emulating the storefront scale of the neighboring context.

2.6-2: 381, 379, and 375-377 Bloomfield Avenue do not share the same size or awning detailing as their immediate neighbors, but utilize bottom-middle-top strategies seen elsewhere along Bloomfield Avenue.

2.6-3: The facade of 369 Bloomfield Avenue shows that the inclusion alone of cornices, awnings and framed windows is not satisfactory in meshing with Montclair's context. Familiar details must be familiar in degree of articulation and durability.

2.6-4: 369 Bloomfield Avenue previously embodied the Art Moderne aesthetic that briefly bloomed in Montclair, along with the Hampton House. The wide storefronts, glass block and bold signage are classic features of the style.

2.6-5: Buildings need not be Classical or Beaux-Arts style to be handsome, as 367 Bloomfield Avenue shows. Scale is controlled through tall brick pilasters, a bold steel canopy and a mansard roof concealing a third story.

7.2.7 Open Space

- While there is a short list of Town Center spaces that provide some accommodation, Montclair has no large scale, dedicated open public assembly space, whether hardscaped or landscaped.
- In aggregate, sidewalks constitute the largest public gathering spaces within Montclair, but wider sidewalks and planter seating inevitably make for awkward meeting and dining locations along a loud and busy Bloomfield Avenue.
- The creation of a dedicated Public Plaza would bring to Montclair's Town Center a generous civic space commensurate with the Township's identity as an exceptional destination.

For the full description of these and other related points, see the Appendix, Section 7.2.7.

2.7-1: Crane Park, while a welcome green space, cannot provide the wider range of programmatic opportunities presented by a larger, more open, hardscaped public assembly space.

2.7-2: The corner of Church Street and Bloomfield Avenue is an important performance and gathering space in Montclair, but one where music and conversation must compete with traffic noise of the adjacent Six Corners.

2.7-3: The corner of Church Street and Bloomfield Avenue provides one of the most used public spaces in Montclair. While highly visible, space is limited and lack of adequate separation from street traffic severely restricts public safety and comfort.

2.7-4: Recent redevelopment of South Park Street has extended the wider inviting sidewalks and seating planters of Church Street. Closings transform the street into a fully protected public space only intermittently.

2.7-5: The courtyard at Cuban Pete's is a successful open outdoor space, fully protected from traffic, noise and wind. As a semi-private space, however, it is not available to the public for free use.

2.7-6: Thai Chef includes an intimate forecourt, separated from the hurly burly of Bloomfield Avenue by a low masonry wall.

7.2.8 Parking

- The Township's Master Plan has focused on providing more parking through structured decks, to provide more individual spots while preserving the pedestrian experience and walkable community.
- Parking deck design presents specific design challenges. Decks in Montclair offer an instruc tive comparison.
- The lessons of the Crescent and North Fullerton Decks must be supplemented with new strategies to ensure the decks remain inviting conveniences and not intrusions in the Town Center landscape.

For the full description of these and other related points, see the Appendix, Section 7.2.8.

2.8-1: Surface lots preserve light and air on the streets, but provide an inferior number of parking spaces per area. Expanding lots create dead-zones in the Town Center and remove space that can increase available housing or business stock.

2.8-2: The North Fullerton Deck's deep setback leaves it hard to find and foreboding. The Deck's proximity to an adjacent building creates a curb cut too close to Bloomfield Avenue, resulting in a cramped approach and increased traffic.

2.8-3: Minimal floor to floor heights within the North Fullerton Deck create dim spaces that don't feel safe.

2.8-4: The Crescent Deck picks up on architectural cues, including massing, detailing, and material use, from neighboring traditional multi-family housing. The deck's location presents a more natural approach, away from heavily used thoroughfares.

2.8-5: Along The Crescent, the Crescent Deck utilizes the architectural lessons from its commercial neighbors, extending the streetwall and emulating older architecture through modern precast concrete detailing.

2.8-6: Extra care is taken to ensure that the Crescent Deck is respectful to the immediate multi-family housing building. The buildings share a very similar scale, and precast window details are employed by both structures.

7.3: Design Direction Seymour Street Redevelopment Design – How to Proceed

7.3.1 Building Design and Architecture

The development of new mixed-use buildings within the redevelopment area shall enhance the Town Center by respecting the scale and character of: the adjacent Wellmont Theater and attached Kahn Building; the residential neighborhoods of Seymour Street and South Willow Street; and the general "Main Street" character of Bloomfield Avenue in the Township of Montclair.

All development within the Plan Area is subject to the following standards and guidelines.

7.3.2 Town Center Design Principles

The project design shall be conceived and shall integrate itself into the surrounding context in accordance with the general Town Center planning and design principles outlined in Section 1 of this guide.

7.3.3 Contextual Considerations and Use of Design Precedents

The most visible and public portions of the plan area sit within the Town Center Historic District. Other portions of the plan area border non-locally designated historic areas, including mixed-use and residential neighborhoods. The periods of construction, scale, materials, design, and condition of buildings adjacent to the site vary widely. Due to the variety of adjacent architectural context, all new buildings shall follow the design example, in order of priority, of the following architectural precedents:

a.
Directly adjacent existing structures that fall within the Montclair Period of Significance (1802-1937) as defined by the Montclair Historic Preservation Commission.

b.
Adjacent and facing structures within the area bounded by Bloomfield Avenue, South Fullerton Avenue, Roosevelt Place and South Willow Street.

c.
Lowrise and Midrise buildings constructed from 1885 to the present, where the applicant shall demonstrate the relevance of buildings selected in this category as appropriate for the surrounding context.

New buildings may incorporate characteristics from one or more of these categories in recognition of the inherent challenges associated with reproducing and/or simulating historic architecture, as outlined in Section 7.2 of this guide. Design latitude is provided such that proposed designs may adopt an approach that fuses two or more design styles.

7.3.4 Project Statement

To ensure that the applicant design team has considered the "statement" of the project, its building(s) and a public plaza in the community, a project brief – which may be a combination of text and graphics – shall be provided to the Planning Board illustrating a well-considered philosophy of how the project adds value to the township stylistically and contextually. The brief shall make clear the architectural language(s) the design team is proposing and clearly illustrate the stylistic intent of the building(s) and the public plaza. This language may refer to the architec-

3.4-01: Historicism, the close approximation of an actual historic architectural style, requires special design knowledge, highly skilled labor and, usually, a well-above average construction budget to execute properly.

tural movements utilized in existing local architecture, as cited in Section 7.2. In contemporary terms, these styles include, but are not limited to: Historicist (Figures 3.4-01 and -02), Transitional (Figures 3.4-03 through -05), Interpretive Modern (Figures 3.4-06 through -10), and Modern (Figures 3.4-11 through -13).

Designers and developers must also consider their buildings' contribution to the surrounding neighborhood context in three ways. A new building may be a landmark serving as a visual and functional focal point of the development. (Figure 3.4-14) Where existing key historic structures are already present on or adjacent to a project site, harmonizing building(s) shall be employed at corners and/or as infill in order to reflect or enhance the stature of such historic structures. (Figure 3.4-15) Along secondary streets, a simpler, more restrained architecture, providing the background fabric necessary on any street, is permissible. (Figure 3.4-16)

While a single building's influence on its neighborhood will typically fall under one of these categories, larger buildings may be adjacent to different contextual conditions on different frontages. These buildings should be designed such that portions of the building mass can suit different roles simultaneously. (Figures 3.4-17 and -18)

3.4-02: Executed properly, Historicist design is capable of recreating the character of a traditional Town Center. This development consists of a single block meant to look like several mixed-use buildings built over time.

3.4-03: Transitional design combines historic and contemporary elements, producing buildings sympathetic to a traditional context. Decorative articulation is often present in the form of stringbands and cornices, albeit in stylized or abstracted form.

3.4-04: Consistent with the absence of stepbacks in historic midrise construction, this development uses a vertical gap on the side street to break one large mass into two. A simple palette of traditional materials balances an interpretive cornice.

3.4-05: Holding the corner of a block in Tribeca, this transitional design borrows the proportions and materials of nearby historic cast iron loft buildings. In the middle floors, brick piers substitute for cast iron, a nod to adjacent masonry buildings.

3.4-06: Interpretive Modern design knowledgeably reinvents historic design. This mixed-use structure shares the base-middle-top composition of its older neghbors but amplifies its storefront and cornice to capitalize on the corner location.

3.4-07: Borrowing from historic factory design and the modern office building, this Interpretive Modern building uses traditional materials and a multi-layered facade to fit within its neighborhood, despite being larger and not relying on stepbacks.

3.4-08: Historical material and style, such as brick and industrial openings, can be combined with new materials and expanded glazing to create a building suited for modern functions without seeming out of place in a walkable town center.

3.4-09: Historical material and style, such as brick and industrial openings, can be combined with new materials and expanded glazing to create a building suited for modern functions without seeming out of place in a walkable town center.

3.4-10: In lowrise construction, often used to transition from midrise masses to the scale of adjacent single family residences, smaller repeated masses are effective when articulated with materials and textures that echo traditional design.

3.4-11: Modern design, with a typically narrow palette of minimally-detailed materials and emphasis on abstract form, can take on contextual qualities and visual interest through overall massing and contrasts between solid walls and glazing.

3.4-12: Reductive Modern design, if respectful of the storefront culture that fuels the walkable "Main Street", is no less effective than historic design. Thin floor plates and finely detailed glazing on upper floors produce a delicate lowrise design.

3.4-13: Contrast is a powerful tool in Modern design, especially when a balance is struck between honoring historic rhythm, material and proportion and boldly adopting new form, as seen here. The result can be a surprising, respectful dialogue.

3.4-14: A new town hall at one end of a traditional plaza serves as a landmark. Framing the public space with an irregular grid of deep openings, the structure provides a memorable tableau not so different from the Baroque facade nearby.

3.4-15: This midrise corner building occupies its corner site with great restraint. A traditional brick and glass palette is paired with a highly articulated gridded facade. It provides a dignified example of the modern, harmonizing building.

3.4-16: Background fabric doesn't mean dull. With wood, brick and stucco, these three-story masses, set against a four-story mass, provide an effective, Interpretive Modern transition from a commercial to single-family residential area.

3.4-17: In this new development, brick masses of increasing height rise from the existing low-scale development in the foreground toward the taller buildings in the distance. The project works hard to provide a graceful transition in scale.

3.4-18: A three-story brick and storefront base (right) ties into the existing, lower context while a vertical brick mass (left) announces the transition to a taller re-zoned area. Stepbacks from right to left and glass "infill" zones mitigate overall mass.

7.3.5 General Massing and Materiality Considerations

All buildings should be oriented to the existing street grid. Variations may be considered if they result in an improved relationship of building to street and open space, both existing and proposed. Buildings should be located to preserve public streetscape viewsheds. Opportunities for framing historic architecture and new architectural features are encouraged.

Per the setback and stepback requirements outlined elsewhere in this plan, the mass of new construction shall step down to the street frontage.

Along Bloomfield Avenue, no structure shall have a single façade of uniform height that is longer than the Bloomfield Avenue-facing façade of the Kahn Building.

As the east parcel of the project site has direct exposure to three public Rights-of-Way, the creation or appearance of a "megastructure" is not permitted. A "megastructure" shall be defined as a single building occupying this block, architecturally rendered with uniform materiality, color and details applied to an unbroken monolithic mass along the street frontage, regardless of upper story stepbacks. Along Bloomfield Avenue, no structure shall have a single façade of uniform height that is longer than the Bloomfield Avenue-facing façade of the Kahn Building. To accommodate this, one or more vertical breaks in massing or materiality shall be employed. Guidelines for vertical breaks in massing and materiality along Bloomfield Avenue and other streets are described below.

Since stepped midrise design and vertical breaks in massing to reduce the scale of a block-wide structure are inconsistent with the Town Center standards of zero front and side lot line setbacks, respectively, special care must be taken if vertical breaks are employed so that the shorter mass closest to the street frontage is not designed in such a way that it appears to be a cluster of shallow additions to the front of a taller building. If vertical breaks are introduced into the lower mass of the façade with the intention of further reducing street-side mass, such breaks shall be no less than 10' wide and 7' deep.

As a supplement to vertical massing breaks, vertical breaks in materiality may be introduced (ie, changes or shifts in primary facade materials) from one street-side mass to another in order to further reduce the sense of overall building mass.

As an alternative to vertical massing breaks, vertical breaks in materiality may be used to further reduce the sense of overall building mass, as follows:
Vertical breaks in materiality to create the appearance of multiple, directly abutting buildings forming a streetwall – mimicking the existing zero side lot line condition common to Bloomfield Avenue – is only permitted to aid in transitioning masses as they step up or down due to: 1) changes in finish grade or 2) intentionally echoing the mass and/or material character of existing Town Center buildings from the historic Period of Significance.

Where the appearance of multiple, directly abutting buildings is proposed, forming a zero side lot line streetwall without vertical massing breaks, the width of abutting buildings shall be based on the width of existing structures from the Town Center historic Period of Significance, shall aid in harmonizing the project with the scale of its immediate context, and adjacent buildings shall distinguish one from the other through some combination of design style, height, stepbacks, primary materiality, and/or window types. In no case shall the device of creating a streetwall through multiple abutting buildings be based solely or primarily on recreating the typical Montclair Town Center streetwall mass and ecelectic style for its own sake.

7.3.6 Special Massing Considerations at Project Edges

The southwest corner of South Willow Street and Bloomfield Avenue is an opportunity to help identify the intersection as the eastern threshold of the arts and entertainment area. A distinct massing adjustment (see 7.3.7 Corner Design), such as a chamfered corner or lower level projection, should be introduced to help resolve the unusual curb condition there.

From the intersection of South Willow and Bloomfield to the southernmost portion of the site closest to South Willow Street, new construction massing shall step down in height in order to transition the project more gracefully to the smaller gabled forms of the

existing residential area.

At the southernmost portions of the site closest to Seymour Street, new construction may adhere to historic midrise massing in order to transition the project more gracefully to the simple, articulated masses of the existing multifamily housing there.

The following is based on a plan that closes the north end of Seymour Street in order to create a Public Plaza there:

Where Bloomfield Avenue frontage turns into the Public Plaza, the corner of the new structure should be designed in such a way that it pairs with the Kahn Building to form a spatial threshold to the Plaza. Designs showing the influence of the Kahn Building's expression of depth, roof silhouette, massing, materiality, or detailing are encouraged.

Any massing and/or material gesture should identify this corner as the western threshold of the arts and entertainment area. Such a gesture should open the plaza to the east, improving views toward the Kahn Building and Plaza when traveling westbound.

At new construction along the eastern edge of the Plaza, in order to provide clear definition for the new outdoor room of the Plaza, the massing of the façade should relate to the specific widths and heights of the Wellmont Theater and Kahn Building.

7.3.7 Corner Design

Building corners are an opportunity to define architectural character and improve pedestrian views. Increasing the percentage of glazing and/or size of windows at building corners is permissible. Corners may be articulated with recesses or projections that run vertically continuous up a portion or the entire height of the façade. Alternatively, a small pedestrian clearing for meeting or gathering may be provided at the corners of buildings, a useful consideration for an area close to a performance venue. Corners can also be emphasized, subtly or boldly, through the use of distinctive forms and changes in material, detail and color from the rest of the façade. (Figures 3.7-1 and -2)

Chamfering is the de facto treatment for corner buildings facing key intersections in Montclair's Town Center. Arguably, the Redevelopment Plan area does not include a key intersection. The creation of a Public Plaza produces a new kind of intersection however, which should result in special treatment for adjacent buildings. In particular, the public facing façades of a new bulding that fronts on both Bloomfield Avenue and a new Plaza shall be given equal design consideration.

One or more main entrances to a shop, restaurant or residential lobby must be either at the corner or within 25 feet of the corner on a street-facing façade.

An entrance within 25 feet of the southwest corner of South Willow Street and Bloomfield Avenue may be omitted if an architectural or programmatic feature visible from the exterior of the building is created at the corner, or in the case of a single ground-level retail space spanning the entirety of the Bloomfield Avenue frontage without steps in its floor-plate.

7.3.8 Building "In the Round"

Façade design and finish materials shall be considered in three dimensions, particularly as buildings turn corners. Materials and/or details should be extended around building corners and extensions in order to avoid a "pasted on" appearance. All building façades adjacent to or visible from a public street, walkway or open space shall exhibit the same or similar degree of architectural detailing as the building's primary, street-facing façade. Material changes should occur at a logical transition point, related to changes in building program, dimensional architectural massing or detailing, rather than form an arbitrary pattern on a flat façade.

At all facades visible to the public, three-dimensional surface articulation – achieved, for example, through changes in wall plane, material, texture, and detail – is encouraged. The use of materials installed in a flat, repetitive manner with little or no relief on any given mass is strongly discouraged. In particular, new construction shall have a sense of depth, rhythm and scale made legible through the use of shadow lines on all buildings masses. No matter the architectural style, dimensionality in a façade is the most effective

3.7-1: A recessed vertical bay element, similar in width to the building's standard bay, unobtrusively highlights the corner.

3.7-2: A single building, contrasting massing and materiality create the appearance of two structures meeting at a corner, each structure with its own apparent orientation and purpose. The open colonnade at the base helpfully unites the forms.

3.9-2: Even in a Modern mode, the base-middle-top compositional strategy is an effective way to preserve a walkable community while adding new variety and vitality.

3.9-1: The base-middle-top composition of traditional "Main Street" facade design can be successfully reinterpreted in order to produce an effective midrise design.

3.10-1: Whether lowrise or midrise construction, the principles of maximizing storefront glass and providing easy access, especially on a sloped site, provide the foundation for an active and interesting streetscape.

way to harmonize new construction with existing in the Town Center. Refer to the analysis of Town Center historic architecture in Section 7.2 and contemporary architecture examples in Section 7.3.4 for additional guidance.

7.3.9 Building Mass and Strata

Lowrise and Midrise Design as outlined in Sections 7.1 and 7.2 shall provide the basis for building massing strategies.

New buildings in the plan area shall be articulated in a manner that differentiates between how the building meets the ground, how intermediate (i.e. middle) floors are grouped, and how the top is resolved at upper-most stories. (Figure 3.9-1 and -2) Any employed design strategy should be visually impactful and legible from the street-level public right-of-way. Base/Middle/Top delineations through masonry detailing mimicking that found in Montclair Town Center is allowed, but not required.

Base Articulation:
The base of the building shall be more thoroughly detailed and articulated to connect the building to the ground plane and the scale of the pedestrian. The base may be defined as a distinct datum, such as a water table or contrasting belt course, introduced at the ground floor and/or as the entire ground floor facade itself. The degree of articulation of the base shall be consistent along each facade of the building visible from the Public Right of Way. A change in materials or wall thickness should be employed to address changes in grade.

Middle Articulation:
The middle floors of buildings, as defined by all stories above the ground-level story and below the first step-back of each building or buildings, should be distinguished from the base and top through changes in depth, material, and fenestration pattern, and/or detailing. Appropriate details may include mixed patterns of masonry bonding, distinct window sills and lintels, horizontal reveals, or belt courses.

Top Articulation:
The top of the building shall include where buildings meet the sky, through a parapet or pitched roof, and stories above step-backs over 5 feet in depth. The building's termination should be expressed through the use of detailing visible from street-level public right-of-way, inclusive but not limited to a cornice, decorative parapet, shading device, or roof overhang, applied in a material, method and proportion consistent with the architectural style of the building. If the building has a flat roof, the articulation of the top may include portions of the top-most story of the building mass, creating the appearance of an attic story or rooftop addition. If the building has a visible pitched roof, articulation may be integrated with the roof edge and eave elements.

Bay Rhythm:
Any façade facing a public street shall have a change in articulation through the use of a regular or alternating bay rhythm by way of any combination of the following: (i) changes in materials; (ii) material finishes and patterns; (iii) structural bay expression (for example: engaged piers, pilasters), (iv) fenestration; (v) changes in the depth of the façade plane of at least 8".

7.3.10 Storefronts and Managing Topography

As described in Section 7.2, the first floors of the majority of structures in Montclair Center are typical of late 19th and early 20th century commercial architecture in that they are generally composed of pedestrian-friendly large expanses of glass paired with a recessed entrance. The ability to see in and out of buildings at street level is important to the character and appeal of the Town Center Historic District. New construction shall respect this established pattern. The bases of all buildings with retail and commercial use shall have a minimum of 70% glass, with storefronts modeled after the typical Town Center storefront. Blank walls or walls with only a small percentage of windows at street level are not appropriate. (Figure 3.10-1)

Align street-fronting commercial floor levels with the sidewalk level (maximum of 1’-6” above or below). For larger ground floor spaces with multiple tenants, this may require stepping the floor slab on sloping sites. Commercial frontages should have a regular bay rhythm, from a minimum of 20’-0” wide to a maximum 45’-0” wide. Minimum clear ceiling heights for ground floor commercial uses should be 12’ with a viable commercial depth of at least 45’-0” minimum.

7.3.11 Windows and Fenestration

Above the first floor, at façades along the lower story setback – zero setback or otherwise – all windows and glazing shall be demonstrably responsive to the context. Window openings may be square or in a rectangular format – horizontally or vertically oriented – with one or more windows within. Individual window units and ganged window units within such openings in general shall be rectangular, vertical and proportioned similar to adjacent structures.

Curtain wall or strip windows shall be limited to upper, stepped-back façades, Plaza-facing façades, areas of secondary entrance, as well as façades not visible from the Public Right-of-Way.

7.3.12 Public Plaza

The Public Plaza shall be a publicly accessible open space, designed and programmed for use by the broader community.

The redevelopment team shall give equal priority to the concept design, materiality, design development and final construction of the Public Plaza along with and fully coordinated with the associated building(s) design, proceeding both initially and simultaneously, recognizing that the success of the Plaza's final realization is critical to the success of the entire project. The Plaza shall be a destination unto itself. The following document provides an excellent reference for the fundamental qualities and characteristics of a well-planned and well-executed Public Plaza: https://www.wbdg.org/design/plaza.php.

The Public Plaza shall provide a larger space for public gathering and use as well as smaller spaces, nooks and crannies for smaller, intimate gatherings. The Plaza shall include an appropriate mix of public, semi-public and semi-private space(s) well-integrated into the overall project site and construction, all new and existing buildings, and pedestrian circulation paths/routes bordering and through the Plaza. (Figures 3.12-1 through 3.12-3)

In its short direction (east/west), the Plaza shall have a minimum width of 65 feet, as measured from the finished facade of the Wellmont Theater to the finished facade of the first floor of the East Parcel's Plaza-facing building. This would fulfill the desirable 1:1.2 height-to-width Plaza ratio, with the height value set at the center of the east façade of the Wellmont Theater, measured from the sidewalk to the top of the parapet. (Figures 3.12-4 through 3.12-6)

The Plaza shall be primarily hardscaped to provide the greatest flexibility for use and occupation. It shall incorporate a variety of portable and fixed site amenities, such as furniture and landscape elements, respectively, that shall be both enjoyable for Plaza users year-round and aesthetically coherent. (Figures 3.12-7 through 3.12-12)

As a way to introduce scale, order and visual interest into the Plaza itself, changes in paving material

3.12-1: Open space, a variety of seating options suitable to all ages, modest landscape, and a changing vista - in this case a background of commercial buildings with active storefronts - provide some of the essential ingredients for a welcoming public plaza.

3.12-2: Artful benches, an exposed irrigation canal, sculpture, and the promiscuous use of stone paving generate unique character and spaces at this historic square, one of several linked by pedestrian paths and courts paved with the same stone and sensibility.

3.12-3: Distinctive building forms and rooflines conspicuously frame this otherwise straightforward public plaza. Temporary umbrellas and display tables provide a secondary scale for the plaza, appropriately intimate and inviting as an open marketplace.

and/or pattern shall be introduced. Complexity for complexity's sake is not the goal. Rather, the intent is to use contrast – through changes in material size, color, shape and/or manner of installation – in order to differentiate or demarcate zones of use, such as perimeter areas that might be used for seating versus a central gathering place, for example.

Stairs and ramps leading up to the Public Plaza from Bloomfield Avenue shall be set back from the street-wall in order to retain full visibility to the corner of the Kahn Building, maintaining its historic role as a handsome corner building. In addition to relieving the sidewalk from feeling cramped by a large stair and introducing the possibility of outdoor seating at the east façade of the Kahn Building, this gesture will also have the important benefit of creating a greater sense of drama in the pedestrian approach to the Plaza.

Pedestrian approaches shall be planned so that is easy and convenient to access the Plaza with full ADA accessibility from the north, south and west.

At the base of new construction at the eastern edge of the Plaza, high-traffic entrances for one or more planned uses (such as retail, restaurant, art and entertainment, residential lobby) shall be provided in order to invite and maximize pedestrian activity on the Plaza. Ground-level architecture along the eastern edge shall emphasize the connection between Bloomfield Avenue and the Plaza, and draw pedestrian traffic from the avenue. Pedestrian cover along the eastern edge of the Plaza should continue around the corner, either through canopies, awnings, or a ground-level loggia.

Plaza lighting shall be provided as part of a comprehensive, coordinated package of architectural outdoor lighting solutions. See Section 9.13 for additional information including lighting level requirements.

Suspended overhead lighting is strongly encouraged in the Plaza. The Plaza lighting package may also include pole-mounted site and area lighting, illuminated low-rise bollards, building/wall-mounted floodlights, Plaza border demarcation and/or field accent lights, planter side-wall and stair-step riser hardscape pedestrian circulation illumination lights, landsape border articulation and accent/feature uplights, decorative building

3.12-4: In this aerial view, a footprint of 65' x 210' (approximately 14,000 square feet) is shown east of the Wellmont Theater, at the north end of Seymour Street.

3.12-5: Similar 65' x 210' footprints can be found in Montclair's Town Center. The pair shown here are on Church Street, mid-block and closer to South Park Street.

3.12-6: As one of the Town Center's public spaces that closes intermittently, Church Street hosts a variety of successful community events that occupy the full width of the street.

3.12-7 In Burlington, VT, a 60’ wide street paved in brick and granite serves as a popular public plaza.

3.12-8: A 50’ wide plaza in Somerville, NJ provides a year-round dedicated public space, accommodating numerous fairs and festivals.

3.12-9: On Sparks Street in Ottawa, a 65’ wide pedestrian mall links neighborhoods and accommodates a range of public events.

3.12-10: Hardscaped with a pattern of durable materials and softened with modest landscaping, Hinds Plaza in Princeton, NJ, provides a flexible and popular dedicated public space at 100’ x 120’.

3.12-11: The Strada in Dubrovnik, a 55’ wide public plaza, is framed by older buildings sharing numerous features, creating an intimate outdoor room.

3.12-12: In Bethesda, MD, a 45’ wide pedestrian mall is carefully detailed, from materials underfoot to overhead lighting. Bordered by new uncomplicated four story buildings, the space is both intimate and inviting.

entrance overhead and wall-mounted sconces, and other special purpose lighting required to enliven this critically important outdoor space and community amenity.

Plaza drainage shall be integral in order to direct stormwater runoff into Bloomfield Avenue or adjacent structures, as per municipal building codes and directives provided by the Township Engineer.

7.3.13 Parking Structures and Pedestrian Accommodation

No parking structure shall front on or be directly accessible from Bloomfield Avenue.

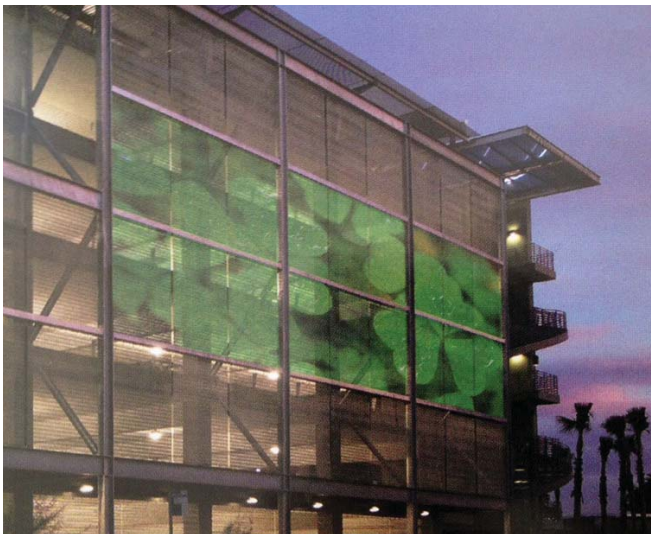
All parking structures should be screened from active streets with lobbies, retail frontage and/or other uses that encourage sidewalk foot traffic. In the absence of screening with active uses, openings for light and ventilation are permitted. Such openings shall be outfitted with decorative metal grilles or railings as façade enhancements and for security. The façade shall otherwise be designed as consistent in material and detail quality with base portions of other new structures.

When located in the base of new construction with separate occupiable uses above, the parking structure shall be integrated into the façade in a manner that provides continuity of opening locations and proportions between the base and upper stories. Blank, solid, opaque façades greater than 10' in length are not permitted.

When developed as a freestanding structure along an existing street, the parking structure shall mimic commercial town architecture and draw inspiration from the style, character, materiality and detailing of neighboring commercial structures in order to give the appearance of continuity in the existing streetwall. (Figure 3.13-1)

When developed as a freestanding structure facing a Public Plaza, the parking structure shall be screened in a manner that transforms the structure into a public amenity and point of interest. Screens may be interactive and change with time, weather, sunlight, season, etc., to create a distinctive look in the daytime and

3.13-1: As a visible, free-standing structure, the Crescent Deck is widely appreciated in Montclair for its appearance and generous interior. It blends into its context by picking up on architectural cues from commercial and residential neighbors.



3.13-2: Screening a parking structure can also be an opportunity to create a kind of canvas. In the example here, wire mesh provides a scrim that can receive changeable art or video art projection.

3.13-3: A "green" screen applied to a parking structure both shades the interior and softens the spaces around the deck.

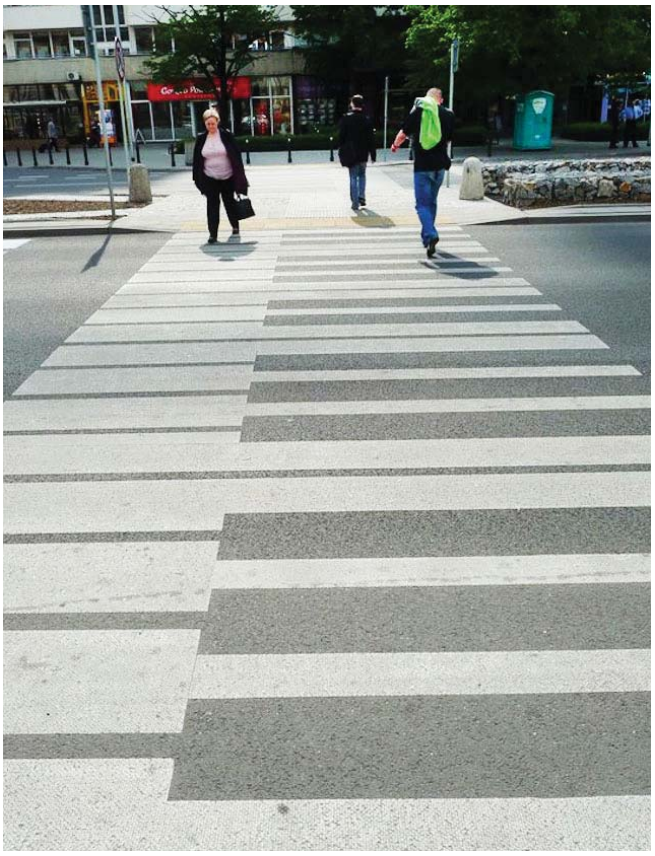
3.13-4: Permanent art can be integrated into the enclosure of a parking deck, providing lasting visual interest. In addition to the metal screen shown here, other options include decorative brick panels and mosaic panels (as at the Crescent Deck).

3.13-5: A repetitive system of three-dimensional elements is a powerful way to screen a parking deck. Depending upon the viewing angle and the use of color and form, the screen will change appearance from different vantage points.

3.13-6: A singular piece of art, in this case a pendant group of mirrored globes, can provide a strong focal point, reducing the need to make the rest of the deck screening exceptional.

nighttime and/or throughout the year. Examples include living green wall screening to shade the parking structure and provide seasonal color change, mounting systems to support large-scale art installations, and framed mesh panels for light and video display or projection. All screens should provide an effective visual shield year round. Screening provided by living green walls may vary in opacity/thickness due to seasonal changes. (Figures 3.13-2 through 3.13-6)

Where existing or new parking surface lots are located and to be used as pedestrian paths of access to new parking structures, “Shared Street” infrastructure (also known as a “woonerf” strategy) shall be provided in order to prioritize pedestrian safety. (Figures 3.13-7 through 3.13-9) Examples to achieve this may include wide speed bumps that double as raised pedestrian paths, distinct striping and/or paving materials to induce traffic calming and designate pedestrian paths, distinct illumination defining pedestrian paths,



3.13-7: Broad, dramatic striping at a crosswalk can help slow traffic while enlivening the pedestrian experience. In this case, a musical theme, perhaps inspired by local activities or heritage, serves as graphic inspiration.

3.13-8: This wide speed bump doubles as a pedestrian path cutting through a parking area. Shallow asphalt ramps, diagonal striping and broad colorful bands highlight the walking zone, ensuring that drivers are both physically and visually aware of the path.

3.13-9: In this curbless parking area, sidewalk and street are one. Changes in paving material, texture, scale and color serve to designate different zones of use. In this paved landscape, pedestrian and drivers have a heightened awareness of each other.

bollards to help separate pedestrian and vehicular traffic, and other physical forms that further serve and protect pedestrians. Where such "Shared Streets" strategies are introduced, care shall be taken to observe and adopt the materiality and/or character of adjacent, existing publicly accessible paths and alleys in order to reinforce continuity with local pedestrian routes.

Where a full-time, ground-level, dedicated public pedestrian passage running through a parking structure joins open, public spaces on either side of such a parking structure, the passage shall be conceived and built as a public amenity. Beyond meeting the necessities of accessibility and safety, the passage shall take on the

3.13-10: A classic arcade offers a handsome example of an effective, protected passageway. Repetitive columns echoed by simple paving and lighting provide a rhythm that adds interest and human scale to an otherwise lengthy passage.

3.13-11: With a rhythm of simple masonry piers on both sides, this rectilinear loggia offers the same advantages as a classic arcade. Shallow recesses on one side can serve as art alcoves, promotional display, storefronts, or building entrances.

attributes of a distinct arcade or loggia, as opposed to feeling simply like a portion of a parking structure where cars are not allowed to travel. (Figures 3.13-10 and 3.13-11) Within the rhythm of the arcade or loggia, shallow alcoves or recesses shall be provided for the installation of public art and/or opportunities for promotion of Public Plaza and local events.

At a parking structure facing a Public Plaza, permanent

public art shall be installed at the Plaza-facing entry level of the parking structure or on another portion of the parking structure that will be highly visible from the Plaza.

7.3.14 Exterior Materials

Exterior materials shall be consistent with the context. Primary permitted facade materials are brick, stone, pre-cast masonry, stucco, glass, and metal. No more than three (3) basic materials with a variety of textures and accents should be used on each facade. Accents may be introduced, to be selected from primary permitted materials not forming the basic building palette and as noted below. Applicants shall use a mixture of materials that primarily echoes the material composition of the existing context. (Figure 13.4-1)

Where the integration of a traditional roof silhouette or element is proposed (articulated parapet or deep eave, for example) such features should be consistent with the context in height, material and color, as well as demonstrably influenced by the formal composition and detailing of similar elements built during the Montclair Period of Significance.

Where visible from the public right-of-way, security gates, access panels and garage window grilles should be enlivened with artwork, decorative tiling or ornamental metalwork.

The following materials are prohibited within the Plan Area when visible from the public right-of-way:

a.
Faux treatments that mimic common materials, such as scored stucco imitating brick and/or stone, vinyl or asphalt siding imitating wood siding, and thin-gauge sheet metal imitating rigid metal panels.

b.
Materials that age rapidly and are thus difficult to maintain, such as bare, stained or painted wood and field-painted metal.

c.
Concrete masonry units.

d.
Tinted glass, glass with tinted film applied, mirror glass and obscure (i.e. frosted or patterned glass. Spandrel glass shall be permitted only at locations screening view of vertical or horizontal building structure. Spandrel glass shall account for no more than 10% of the total surface area of any façade. Reflective glass shall be permitted at the second story and above only as required by state energy codes or LEED certification standards.

e.
Exterior Insulation Finish Systems (EIFS), with the exception that such a system is allowed at and/or above the first stepback and when integrated into the top of the building mass as described elsewhere in

3.14-1: Brick, stucco and metal shingles are materials common to an eclectic "Main Street" like Bloomfield Avenue. They can be combined in forms that resonant with the old while feeling fresh and new.

these design standards. Final approval is dependent upon the submission of actual material samples, manufacturer specifications and system performance reports, and typical installation details at the time of Site Plan Submission. (Figure 3.14-2)

f.
Fiber cement panels or fiber cement siding, with the exception that such materials may be allowed at and/or above the first stepback and when integrated into the top of the building mass as described elsewhere in these design standards. Final approval is dependent upon the submission of actual material samples, manufacturer specifications and system performance reports, and typical installation details at the time of Site Plan Submission. Under no circumstances is a board-and-batten style of installation permitted for this material.

Material durability and longevity are of utmost concern. Therefore, expansion and control joints shall be introduced per manufacturer's recommendations and industry standards and in a manner that is integral to the rhythm of structural bays and fenestration layout, rather than randomly placed on facades. Gutters, leaders, weep holes and drip edges shall be similarly integrated into the façade design. Abutting materials shall be non-reactive and all sealants shall be color-matched to blend with an adjacent surface.

3.14-2: Relatively flat in appearance, the metallic finish applied to the upper story EIFS and the high ratio of void (glass) to solid (EIFS) produces a satisfactory "curtain wall" appearance, rather than the crudely detailed masses typically associated with EIFS.

7.3.16 HVAC and Rooftop Screening

PTAC (Packaged Terminal Air Conditioners, through-the-wall air conditioning units), if used, shall be placed within a logical portion of a window framing unit and designed as integral to the window framing and definition, and shall be of a material and/or color to blend into the surrounding framing. Logos, brand names and lettering over one inch in height are not permitted on the exterior of PTAC units.

Any rooftop mechanical equipment that may be visible from a public street shall be screened from view in a manner consistent with the architectural design and materials of the building.

7.3.17 Qualifications and Experience

Developing buildings and public plazas that fulfill all of these aspirations is complex work, best accomplished by professionals who are familiar with the unique requirements of designing midrise structures and public plazas responsive to the existing community and context. Therefore, development teams must include, at minimum, an architectural firm with a portfolio displaying site-specific Town Center work, familiarity with midrise design, and a proven ability to address community-specific needs, and a landscape architect with a portfolio of public plaza work designed and a historic context and setting similar in scale to the Public Plaza proposed for this redevelopment plan.

8 SIGNAGE

From a sign design perspective, it is recognized that an arts and entertainment district presents distinct signage needs and different sign opportunities as compared to other areas in Montclair Center. A cohesive signage program can support the arts and entertainment identity of the district and contribute to its vibrancy and overall sense of place. Creative, artistic, sculptural and historic approaches to signage are particularly encouraged.

The objective of the below sign regulations is to strike a balance between encouraging signage that instills a certain vibrancy to the district while respecting the existing historic character of Bloomfield Avenue and the integrity of adjacent residential properties.

With the exception of the additional sign(s) allowed under Section 8.1.1 below, Lot 10 in Block 3106 shall remain subject to the Township of Montclair's sign ordinance (Sections 347-105 to -111).

8.1 IDENTIFICATION SIGNAGE FOR THE WELLMONT THEATER

A marquee sign for the Wellmont Theater should be maintained in its present location (above the theater entrance along the public plaza). A new marquee sign shall not exceed the total area of the existing marquee sign. In addition, a blade sign of not more than 100 sq. ft. may be affixed to the Lot 10 building façade to be visible from Bloomfield Avenue. A portion of the blade sign – but no more than 40% - may consist of a digital/LED programmable message display to advertise upcoming events.

8.2 PUBLIC PLAZA SIGN STANDARDS

A programmable digital display kiosk, which may include an interactive display, is permitted within the public plaza. The kiosk must be 50 feet from the Bloomfield Avenue right-of-way. The digital display screen shall not exceed 55" as measured diagonally across the screen. The maximum height of the kiosk is 8 feet.

8.3 SIGN STANDARDS FOR THE EAST AND WEST PARCELS

8.3.1 Total Sign Square Footage per Tenant

The maximum area of all signs devoted to a single tenant shall not exceed 3.75 square feet per linear foot of street or public plaza frontage occupied by that tenant measured along the wall to which the signs are attached, or 150 square feet, whichever is less.

8.3.2 Permitted Wall Signs

8.3.2.1 Permitted Wall Signs along Bloomfield Avenue

The maximum area of all wall signs devoted to a single tenant shall not exceed 1.5 square feet per linear foot of street frontage occupied by that tenant measured along the wall to which the signs are attached, or 100 square feet, whichever is less.

8.3.2.2 Permitted Wall Signs along Public Plaza (Seymour Street)

The maximum area of all wall signs devoted to a single tenant shall not exceed 1.5 square feet per linear foot of public plaza frontage occupied by that tenant measured along the wall to which the signs are attached, or 100 square feet, whichever is less.

8.3.2.3 Requirements for all Wall Signs

In those cases where a ground-floor retail tenant has more than one street frontage, the tenant is permitted the maximum wall sign square footage allowable on each frontage.

Retail wall signs shall be face-mounted or pin-mounted on the façade, projecting not more than 14 inches from the face of the building.

No permitted wall sign shall exceed 4 feet in height. The top of the sign shall not extend above grade at a height greater than 20 feet.

Wall signs may be backlit or externally-illuminated, but may not be internally-illuminated.

8.3.3 Projecting Signs

The number of projecting signs shall not exceed one per tenant. A single tenant shall not display both a projecting sign and awning or canopy sign on the same façade but a single tenant may display a wall sign and a projecting sign on the same façade.

The area of any projecting sign within the East Parcel shall not exceed 16 square feet. The sign itself shall not exceed 6 feet in overall height or be mounted higher than the wall to which it is attached.

Projecting signs may not extend at an angle other than 90 degrees from building facades.

8.3.4 Awning Signs

Sign copy may be located on permitted awnings in lieu of projecting signs on first-story uses. An awning must not display any graphic other than the name of the business, the logo and the street number. No sign shall be placed on any portion of an awning except the valance. The sign area shall be less than 30 percent of the surface area of the valance. Such sign copy may be non-illuminated or indirectly illuminated.

Sign text shall be located on the lowest 12 inches of the awning and such text shall not be higher than 6 inches.

The horizontal projection of any awning shall not exceed 3 feet from the face of a building. The vertical distance from the top to the bottom of any awning shall not exceed 4 feet, including any valance.

8.3.5 Structured Entrance Canopy Signs

Sign copy may be located on permitted canopies in lieu of projecting signs. A canopy must not display any graphic other than the name of the business, the logo and the street number. Sign copy may be placed on the valance of the canopy. The sign area shall be less than 30 percent of the surface area of the valance.

Sign text shall be located on the lowest 12 inches of the canopy and such text shall not be higher than 6 inches.

In lieu of copy on a valance, channel letter may extend up to a maximum height of 12 inches from the top surface of the canopy at its edge closest to the sidewalk provided that the canopy does not exceed 15 feet as measured horizontally.

Such sign copy may be backlit or externally-illuminated, but may not be internally-illuminated.

The horizontal projection of any canopy may extend to a point 2 feet from the back of the curb (or edge of public plaza). The outer column supports shall be located to ensure adequate clear space along the sidewalk. The vertical distance from the top to the bottom of the canopy shall not exceed 2 feet, including any valance.

8.3.6 Window Signs

Retail window signs are permitted provided that the aggregate sign area of window signs shall not exceed fifteen percent of the glazed area of the first story retail window in which the sign is placed. Retail window signs shall be affixed flush with or inside the glazing, and letters and graphics may be opaque. No portion of any retail window sign shall be located higher than 10 feet above grade.

One programmable digital display sign may be affixed to the East Parcel building façade located along the public plaza.

Digital signage shall be placed and oriented to the public plaza so as to reduce visibility from drivers along Bloomfield Avenue and mitigate light trespass into residential properties to the south.

8.3.7 Permitted Signage along Willow Street

Directional signs are the only sign type permitted along Willow Street.

8.4 Project Identification Sign

A project identification sign for the arts center is permitted. A freestanding sign may be located along the Bloomfield Avenue frontage or within the public plaza which may contain a combination of letters and logos identifying the project only, not individual tenants. It shall be lit indirectly or halo lit.

A banner sign crossing the public plaza may be permitted for up to 21 days in connection with special events subject to the approval by the Director of Planning and Redevelopment.

8.5 Sign Colors

All signage shall be limited to a maximum of three colors excluding black and white.

8.6 Sign Illumination

All light for signs shall be designated to minimize glare. Light levels at property lines shall be less than 0.1 footcandle.

Flashing signs, reflective glass and illuminated tubing outlining roofs, doors, windows or wall edges of a building are prohibited.

Illumination of signs from external sources is encouraged provided glare is minimized.

Light from all light sources shall be diffused to eliminate hot spots. Light sources shall be protected from damage.

8.7 Prohibited Signs

The following signs are prohibited:

- Signs emitting a sound, odor or visible matter such as smoke or vapor. No sign erected shall contain audio equipment.
- Exterior use of advertising devices such as banners, streamers, pennants, flags, balloons, lights (whether flashing, flickering, blinking or rotating), wind-operated devices and any other type of fluttering or flashing devices or emitting an unsteady or glaring light.
- Portable or movable signs, such as sandwich board signs, except portable signs utilized by restaurants to indicate valet service.
- Neon signs of any kind, whether located on the exterior or interior of a wall or window if visible from the street upon which the premises fronts.
- Roof signs.
- Off-premises signs. This does not include public service announcements which may be shown as part of digital displays.

8.8 Temporary Signs

The temporary sign regulations set forth in Section 347-109.3 of the Township Code shall be applicable to the Redevelopment Area.

8.9 Directory and Wayfinding Signage

A wayfinding signage program shall be required to direct pedestrians to and from nearby parking facilities and Montclair Center destinations as well as throughout the site.

9 SITE DESIGN STANDARDS

9.1 SUSTAINABILITY

Development within the Redevelopment Plan Area shall include sufficient "green building" techniques which result in achieving a minimum of 40 points and obtaining LEED certification from the U.S. Green Building Council under the LEED Rating System.

9.2 RECONFIGURATION OF SEYMOUR STREET

The portion of Seymour Street abutting the East and West Parcels will be closed in order to facilitate the construction of a 14,000 square foot public plaza. The remainder of Seymour Street to its intersection with Roosevelt Place will become a two-way road. It will terminate at the public plaza with a cul-de-sac which provides access to the parking facility within the West Parcel (as illustrated in Figure 7 as well as the conceptual plans contained in the Appendix).

Landscaping is encouraged in between the cul-de-sac and the public plaza to the extent possible in consideration of pedestrian circulation and emergency services access requirements.

9.3 PUBLIC PLAZA

- The public plaza will be designed by a licensed landscape architect with experience in urban mixed-use developments.

- The design of the plaza should seamlessly connect to the streetscape atmosphere along Bloomfield Avenue.

- Illuminated handrails, stairs, bollard and other features to provide a subtle nighttime glow can provide an aesthetically pleasing and safe nighttime environment.

- Trees, bio-swales, decorative grasses and other plantings are encouraged to demarcate space within the plaza, provide shade and enhance on-site storm water management. Permanent and non-permanent planters are encouraged.

- Public art, including sculpture installations and functional art pieces (such as artistic/sculptural seating elements), is strongly encouraged.

- The plaza shall be universally accessible in accordance with ADA requirements.

- The plaza shall be designed to allow adequate access for emergency services to all abutting properties.

- The maintenance of the plaza shall be the responsibility of the redeveloper pursuant to the terms of a Redevelopment Agreement.

9.4 Bloomfield Avenue Pedestrian Crossing

As part of the overall effort to create a pedestrian-friendly destination, a signal-controlled pedestrian crossing at Bloomfield Avenue, aligned with the Seymour Street/Public Plaza right-of-way, should be implemented in order to reduce public safety concerns about uncontrolled pedestrian crossings to the plaza. The Township and designated redeveloper shall use all reasonable efforts to obtain approval from Essex County to construct the pedestrian crossing.

9.5 Vehicular Access to the East and West Parcels

Vehicular access to the East Parcel, including any off-street loading areas, will be provided via one driveway along Willow Street. The West Parcel will be accessed via a driveway along S. Fullerton Avenue similar to the existing access to the S. Fullerton parking lot. No new curb cuts are allowed along Bloomfield Avenue. For reference purposes, a preliminary Traffic Engineering Evaluation of a conceptual build-out of the Redevelopment Area which was prepared on behalf of the Township is included in the Appendix.

9.6 Loading

The East Parcel building shall contain at least one dedicated off-street loading space.

Loading for the Wellmont Theater is not allowed within the public plaza space. A loading plan for the Wellmont Theater shall be submitted as part of the applicant's site plan application for any the key portions of the project, which would include the West Parcel parking facility, the public plaza and the East Parcel Building.

The design of the structured parking facility on the Midtown Lot shall provide adequate clearance and circulation to allow for the continuation of existing loading activities that occur to the rear of Bloomfield Avenue commercial properties which utilize access through the Midtown Lot.

The overall adequacy of the proposed loading spaces shall be subject to the review of the Planning Board during the site plan review process.

9.7 Bicycle Storage

Multifamily residential uses shall include a dedicated bicycle storage area for building residents. In addition, bike racks shall be provided adjacent to or within the public plaza.

9.8 Storm Water Management

Non-structural storm water management systems, such as bioswales, plantings and green roofs, are encouraged to enhance on-site infiltration and reduce and filter runoff.

The stormwater control measures outlined in Section 295 of the Township Code shall apply.

9.9 Public Art

The development of the East and/or West Parcels shall include the following public art components:

1. The construction of a 14,000 square foot public plaza designed in accordance with the design standards and guidelines set forth in Chapter 7. Architecture and Town Center Design and Section 9.3 of this Redevelopment Plan.
2. A plan for the programming of the public plaza with arts-oriented activities.
3. The installation of an iconic piece of sculpture subject to the approval of Mayor and Council and the Montclair Public Arts Committee.

9.10 Pedestrian Walkways

As illustrated in the conceptual plans contained in the Appendix, an enclosed pedestrian walkway shall be provided within the West Parcel that provides a connection between the public plaza and the remaining surface parking area within the S. Fullerton lot. The walkway shall be well-lit and well-maintained and should include an arts component to create a visually-interesting pedestrian experience.

In addition, the designated redeveloper shall coordinate with the Township to extend a sidewalk or striped pedestrian walking path which connects the enclosed pedestrian walkway to S. Fullerton Avenue.

Other required pedestrian access shall be provided as follows:

- From the S. Fullerton Avenue parking lot to the public plaza along the southerly façade of the Wellmont Theater via a partially covered walkway with a minimum width of 10 feet.

- From the S. Fullerton Avenue parking lot to Bloomfield Avenue via the existing alley between Lots 8 and 9.

- From Bloomfield Avenue into the public plaza.

- From Seymour Street into the public plaza.

All pedestrian access ways shall be open to the public at all hours and shall be well-lit.

9.11 Utilities

All necessary utilities to be provided within the Redevelopment Area shall be placed underground.

9.12 Lighting

All applications for development shall be subject to the lighting standards set forth in Section 281-8.3 of the Township Code, except as further specified herein. As part of the required lighting plan, applicants shall be required to submit a master inventory of all exterior lighting fixtures. This shall include fixture types, counts, locations, mounting methods, heights, light source types and the rated initial lumens of each. Calculations shall be provided to show the total lumens by acre and the light fixture groupings output versus the square foot limits set forth below. Applicants should strive to achieve lighting levels

below the maximum levels, but it is not a requirement as long as a reasonable justification is provided by the applicant.

- *For properties adjacent to residential uses:* A maximum of 110,000 initial rated lumens per acre and 2.5 lumens per square foot.
- *For all other properties:* A maximum of 225,000 initial rated lumens per acre and 5 lumens per square foot.

Applicants should use full cut-off light fixtures for all exterior light sources and fully shielded light sources for interior, non-climate controlled spaces such as parking structures.

Decorative and architectural lighting is an appropriate use, but should take advantage of highly focused, lower lumen LED fixtures utilizing times in order to avoid dusk to dawn use.

9.13 Streetscape

Certain street furnishings and landscaping will be required to soften the sidewalk environment and enhance the walking experience. The following elements are recommended for bordering the Redevelopment Area. The design, placement and dimensions of these features shall be determined by the Planning Board during site plan review.

- Street furniture shall be provided along Bloomfield Avenue. Benches, waste cans, bike racks and other street furniture shall be placed at regular intervals and convenient locations that do not impede pedestrian or vehicular circulation. All street furniture shall adhere to Montclair Township standards or shall be submitted for specific review and approval by the Planning Department. Raised masonry planters with integral edge seating are encouraged at street corners and wider sidewalks. The applicant and/or property owner shall be responsible for the maintenance of street furniture, including raised planter landscaping and care, the emptying of garbage and any repairs necessary due to graffiti or vagrancy.
- The pedestrian portion of the public right-of-way shall include both a sidewalk walking area and a tree planting strip between the sidewalk and the curb.
- Where applicable, required setback areas, sidewalks and tree planting strips shall be decoratively paved to match the prevalent sidewalk design of Downtown Montclair (i.e., brick edging and concrete walking areas).
- Tree grates shall be provided for each street tree.
- Where street trees are not currently provided, they should be planted at approximately 30 feet on center and subject to a 20 percent variance for placement, along the curbside edge of the public sidewalk on all streets. Exceptions to the 30 foot spacing are allowed for curb cuts to parking areas, lobby entrances and utility facilities located within the sidewalk area.
- Along Bloomfield Avenue, sidewalks shall be furnished with benches and trash cans.
- Streets shall include pedestrian-scale street lighting.
- Bike racks holding 6 or more bicycles should be appropriately located within the Redevelopment Area.

10 Plan Consistency Review

10.1 Relationship to Montclair Master Plan

The objectives and policies of this Redevelopment Plan are consistent with the goals and policies outlined in the Township's Master Plan. As noted in Chapter 3, the Unified Land Use and Circulation Element specifically recommends the creation of an Arts and Entertainment District and highlights the Redevelopment Area as a unique opportunity to implement this vision. The arts district concept was touted as a strategy to revitalize surrounding neighborhoods, increase quality of life for residents, and bolster the local economy.

The Master Plan places the East and West Parcels within the C-2 designation, along with the majority of lands within Montclair Center, and provides several suggested land use standards. In particular, the Master Plan recommends a maximum building height of 6 stories with upper-story stepbacks above the 4th and 6th stories. It suggests that densities should be keyed to a maximum of 55 units per acre. The Master Plan also proposes the creation of an incentive zoning program that grants up to 7 stories of height in exchange for public benefits such as public space and art.

This Redevelopment Plan is designed to implement the Arts and Entertainment District concept. The creation of a public plaza, the requirement for 38,500 square feet of arts and entertainment uses, the provision of at least 100 new public parking spaces and the arts programming that will occur within the Redevelopment Area all represent valuable public benefits. The plaza in particular has the potential to become an iconic and lively public gathering space, which will strengthen Montclair Center and the community as a whole. These factors, considered along with the unusual topography of the area, support the allowance of a maximum building height of 7 stories (in reference to the incentive zoning concept introduced in the Master Plan). In addition, the plan requires upper-story stepbacks, which is consistent with the Master Plan recommendations. Finally, the Redevelopment Plan promulgates specific architectural and urban design principles that are compatible with the surrounding community and that foster a walkable, lively urban environment.

A 2016 Amendment to the Master Plan recommends the rezoning of a portion of Glenridge Avenue, inclusive of the Midtown Lot, to a new C-3C zone district which would limit maximum building height to 3 stories. The Mayor and Council have not acted on this recommendation of the Planning Board. This Redevelopment Plan envisions the development of a 4-story parking facility on the Midtown Lot. The Planning Board notes that the concept of developing a parking facility on the Midtown Lot was not considered during its consideration of the Glenridge Avenue Amendment, in which case its recommendations did not anticipate or evaluate the potential benefits of a 4-story parking facility or its appropriateness within its surrounding land use context. The Township believes the Midtown Lot presents a unique opportunity to accommodate the increased demand for parking within Montclair Center such that the benefits of allowing an additional story of parking spaces outweigh any detriments resulting from a deviation from the Master Plan.

Based on the above, the redevelopment activities envisioned under this Plan are consistent with and/or serve to effectuate the goals and objectives of the Township of Montclair Master Plan's Unified Land Use and Circulation Element.

10.2 Relationship to Adjacent Municipalities

The Seymour Street Redevelopment Area is not adjacent to any of those surrounding municipalities. Given its physical separation, the Redevelopment Plan will not affect those nearby municipalities to any significant degree. Other than to have a generally positive impact via the creation of a new pedestrian-oriented, mixed-use cultural center that serves the Essex County region.

10.3 Relationship to Essex County Master Plan

Although the County of Essex does not have a current Master Plan, the revitalization of the Montclair Center district, which encompasses the Seymour Street Redevelopment Area, generally is considered consistent with the land use planning goals of the Essex County Planning Board. The County of Essex prepared a Cross-acceptance Report dated December 16, 2004. This County Report presents a detailed discussion of how the policy objectives of the State's Metropolitan Planning Area are being satisfied by the Township in its many planning documents. The Report concluded that the Township had a "very good" performance grade in implementing the goals and policies of the State Plan.

10.4 Relationship to State Development and Redevelopment Plan

The revitalization of the Seymour Street Redevelopment Area and establishment of an Arts and Entertainment District in the vicinity of existing cultural and arts-related uses is consistent with the goals, strategies, and policies outlined in the 2001 New Jersey State Development and Redevelopment Plan.

On the State Plan Policy Map, the Redevelopment Area is located within a PA-1 Metropolitan Planning Area, which is identified in the State Plan as an appropriate location to accommodate new growth. The revitalization of existing urban centers is one of the key objectives of the State Plan. The Redevelopment Area has the infrastructure in place to accommodate the development envisioned in the Redevelopment Plan, and therefore is an appropriate location for growth in accordance with the State's objectives for PA-1 areas. The Seymour Street Redevelopment Plan will redevelop several underutilized properties with a mixed-use arts-centric development to better serve the needs of the Montclair community and the State as a whole. In addition, the State Plan places a strong emphasis on preserving and enhancing the existing historic and cultural assets within communities, as well augmenting the role of the arts and its positive impact on communities. Therefore, the redevelopment activities envisioned under this Plan are considered consistent with State Planning Policies, including Montclair Township's designation as a Transit Village.

11 Redevelopment Actions

11.1 Outline of Proposed Actions

Construction of new structures and other improvements will take places as proposed in this Redevelopment Plan. Other actions that may need to be undertaken to implement the Redevelopment Plan may include the clearance of dilapidated, deteriorated, obsolete or underutilized structures or uses; provisions for public infrastructure necessary to service and support new development; and vacation of easements as may be necessary for redevelopment.

All redevelopers shall be required to enter into a Redeveloper's Agreement with the Township that stipulates the precise nature and extent for the improvements to be made and their timing and phasing as permitted therein.

11.2 Properties to be Acquired

The Redevelopment Plan does not anticipate the need to acquire privately-owned property within the Redevelopment Area. However, the Township preserves the right to acquire certain lots, including but not limited to Block 3105, Lot 1, which are eligible for acquisition.

11.3 Relocation

The Redevelopment Plan does not anticipate the displacement of relocation of any residents or businesses within the Redevelopment Area. However, should the Township acquire properties within the Redevelopment Area, it will undertake the following steps to provide for relocation:

- At the time of property acquisition, the actual extent of displacement will be determined
- A Workable Relocation Assistance Plan (WRAP) will be prepared and submitted to the New Jersey Department of Community Affairs for approval
- The Township will comply with the requirements of the State's relocation statutes and regulations as applicable, and will provide all benefits and assistance required by law

11.4 Infrastructure

In addition to the new development described in the foregoing chapters, several other actions may be taken to further the goals of this Plan. These actions may include, but shall not be limited to: 1) provisions for infrastructure necessary to service new development; 2) environmental remediation; 3) vacation of public utility easements and other easements and rights-of-way as may be necessary to effectuate the redevelopment. All redevelopment projects shall be designed so that there is no negative impact to existing streets, traffic and infrastructure.

11.5 Other Actions

The Redevelopment Agreement between the Township and each redeveloper will contain the terms, conditions, specifications, and a description of required performance guarantees (such as performance bonds or other acceptable performance security) pertaining to redeveloper's obligation to provide the

infrastructure and improvements required for the project, including the provisions of water, sanitary sewer, and sanitary sewer service as well as sidewalks, curbs, streetscape improvements, street lighting, and on and off-site traffic controls and road improvements for the project or required as a result of the impacts of the project.

12 General Provisions

12.1 Amendment to Zoning Map and Zoning Ordinance

The Zoning Map referenced in Section 347-4 of the Zoning Ordinance of the Township of Montclair is hereby amended to reference this Redevelopment Plan. Additionally, the listing of zoning districts in Section 347-3 of the Zoning Ordinance is hereby amended to include reference to said Redevelopment Plan.

12.2 Deviation Requests and Requests for Design Waivers

12.2.1 Deviation Requests

The Montclair Township Planning Board may grant deviations from the regulations within this Redevelopment Plan, where by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions or physical features uniquely affecting a specific piece of property, the strict application of any bulk regulation adopted pursuant to this Redevelopment Plan would result in peculiar practical difficulties to or exceptional and undue hardship upon, the redeveloper. The Montclair Planning Board may also grant such relief in an application relating to a specific where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of the Redevelopment Plan. An application for a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in N.J.S.A. 40:55D-12a and b.

Notwithstanding the above, no deviations can be granted that would permit any of the following: a use or principal structure that is not otherwise permitted by this Redevelopment Plan; or an increase in the maximum permitted height of a principal structure by more than 10 feet or 10%, whichever is less.

No deviation from the requirements herein shall be cognizable by the Township of Montclair Zoning Board of Adjustment.

12.2.2 Design Waivers from the Provisions of Chapter 7

The Planning Board may grant waivers from the provisions of Chapter 7 as may be reasonable and within the general purpose and intent of the Town Center Design Standards and/or if the literal enforcement of the provision is impracticable or will exact undue hardship.

12.3 Qualifications of the Redevelopment Team

Qualifications of the full design and development team shall be presented to the Township of Montclair prior to the designation of the redeveloper. The team shall demonstrate experience with mixed-use placemaking within a similar historic urban or suburban town center context. Team qualifications shall include a minimum of the following:

- Name, contact information and qualifications for all members of the design and development team, including but not limited to the developer, architect, civil engineer and traffic engineer.
- A list of completed projects of similar size, use and configuration.
- A list of at least 3 professional references per principal member of the design and development team.
- If the contractor has been selected, include information and qualifications for the company, project manager and site supervisor. If no contractor has been selected at the time of site plan application the developer shall submit this information to the Township upon selection of a contractor.

12.4 Site Plan and Subdivision Review

The review of all applications for redevelopment within the Seymour Street Redevelopment Area shall consist of the following steps:

1. **Design Submission**. All applications for development shall initially be reviewed by Township staff with the assistance of the Redevelopment Design Consultant. Applicants are encouraged to submit conceptual plans prior to submitting full applications. The Consultant shall prepare a report summarizing its findings and recommendations for use by the Township Council, Planning Department, Historic Preservation Commission, Planning Board and Applicant. The Redevelopment Design Consultant shall be appointed annually by the Planning Board.

2. **Design Review**. All development applications shall be reviewed by the Historic Preservation Commission prior to being heard by the Planning Board. The Historic Preservation Commission shall review the application for consistency with the design standards in this plan. The Commission shall report to the Planning Board at its next scheduled meeting falling at least 15 days after the review of the application by the Historic Preservation Commission. The report shall include a statement of findings on the proposed plan in regard to the design standards herein and recommendations for acceptance or amendment based on the findings. The Planning Board shall consider the report of the Historic Preservation Commission in its review of the site plan.

3. **Development Applications**. All applications for development must be approved by the Planning Board. Any site plan or subdivision plan within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan and the land development ordinances of the Township of Montclair (Chapters 202, 281, 295 and 301 of the Township Code), except that where this Redevelopment Plan contains provisions that differ from those in the ordinance, this plan shall prevail.

4. **Submission Requirements.** All applications for development shall include the checklist requirements listed in Section 202-29.1 of the Township Code, as well as the following:

    - Phasing plan (if applicable)
    - Construction staging plan that addresses impacts to existing public parking spaces during the construction phase

- Traffic Study that considers mass transit routes and evaluates the cumulative effect of the ingress and egress requirements of the proposed development and the effects on adjacent and affected roadways created by the proposed development. The Study shall demonstrate that any significant impacts will be alleviated through mitigation measures.
- Parking Management Plan.
- Completed LEED certification spreadsheet demonstrating ability to obtain certification in accordance with the requirements of Section 9.1.
- Fiscal Impact Analysis evaluating the fiscal impacts of the project to the Township.
- Utility Impact Analysis evaluating the impacts to Township utilities.
- Public Art Plan.
- Building Design Description:
    - Project Narrative or Statement, explaining design intent.
    - Photos of adjacent context.
    - Photos of inspirational imagery, including buildings in Redevelopment Plan, and additional ones at designer's discretion.
    - Site Plan, at a minimum scale of 1" = 20'.
    - Building Plans, at all levels including Roof Plan, at a minimum scale of 1/8" = 1'-0".
    - Building Elevations, rendered in color, all sides, at a minimum scale of 1/8" = 1'-0".
    - Building Sections, minimum 2, long and short, at a minimum scale of 1/8" = 1'-0".
    - Wall Sections, minimum 2, through major entry and secondary features, at a minimum scale of 1/4" = 1'-0".
    - Section Details, minimum 4, through base, entry door and canopy, cornice, other major features (sun shading, etc.), at a minimum scale of 1½" = 1'-0".
    - 3D Renderings, in color, minimum 2, showing building in context via photomontage.
    - Digital or physical models or other visual representations of the development may be required by the Planning Board if deemed necessary to adequately review the proposed development.
    - Sample and Specification Submittals for all proposed key materials and systems – including masonry, wood, metal, glass, windows, canopies, lighting and signage.

12.5 Adverse Influences

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

12.6 Non-Discrimination Provisions

No covenant, lease, conveyance or other instrument shall be affected or executed by the Township Council or by a redeveloper or any of its accessors or assignees, whereby land within the Redevelopment

Area is restricted by the Township Council, or the redeveloper, upon the basis of 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 Area on the basis of race, creed, color or national origin.

12.7 Duration of the Plan

The provisions of this Plan specifying the redevelopment of the Redevelopment Area and the requirements and restrictions with respect thereto shall be in effect for a period of 30 years from the date of approval of this plan by the Township Council.

12.8 Completion of Redevelopment

Upon the inspection and verification by the Township of Montclair that the redevelopment within the Redevelopment Area has been completed, a certificate of completion shall be issued by the redeveloper. All redevelopment agreements associated with the implementation of this Redevelopment Plan shall be in effect until the issuance of such a certificate.

12.9 Severabilitiy

If any section, paragraph, division, subdivision, clause or provision of this Redevelopment Plan shall be adjudged 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 Redevelopment Plan shall be deemed valid and effective.

12.10 Procedure for Amending the Redevelopment Plan

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law. A non-refundable application fee of $5,000 shall be paid by the party requesting such amendment, unless the request is issued from any agency of Montclair Township. The Township Council, at its sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a professional planner licensed in the State of New Jersey.

13 Summary of Compliance with the Statutory Provisions of the LRHL

In accordance with the LRHL (NJSA 40A:12A-1 et seq.), the following statements are made:

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

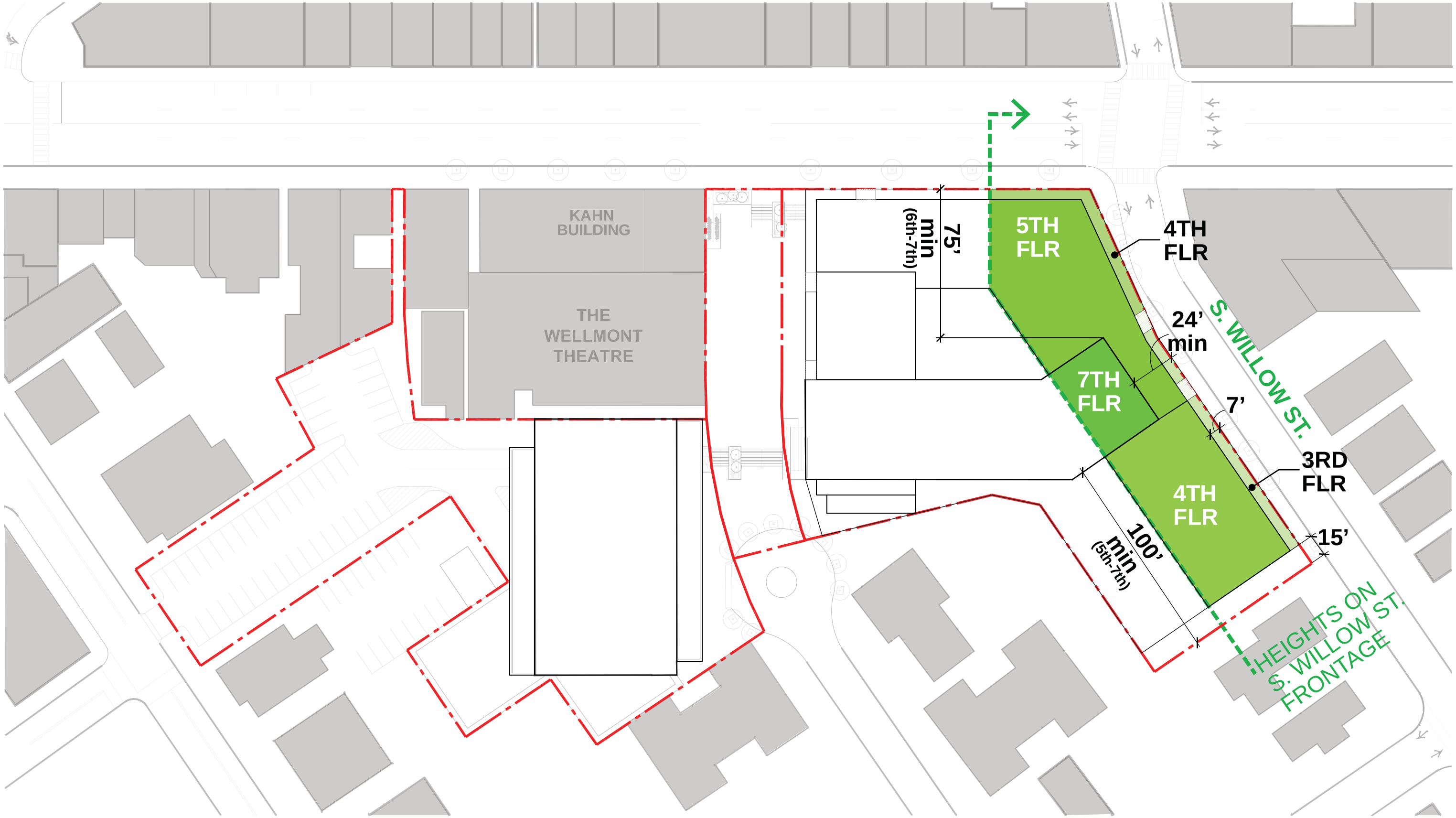
- The Redevelopment Plan does not require acquisition of any privately-owned properties or relocation of any residents or businesses.

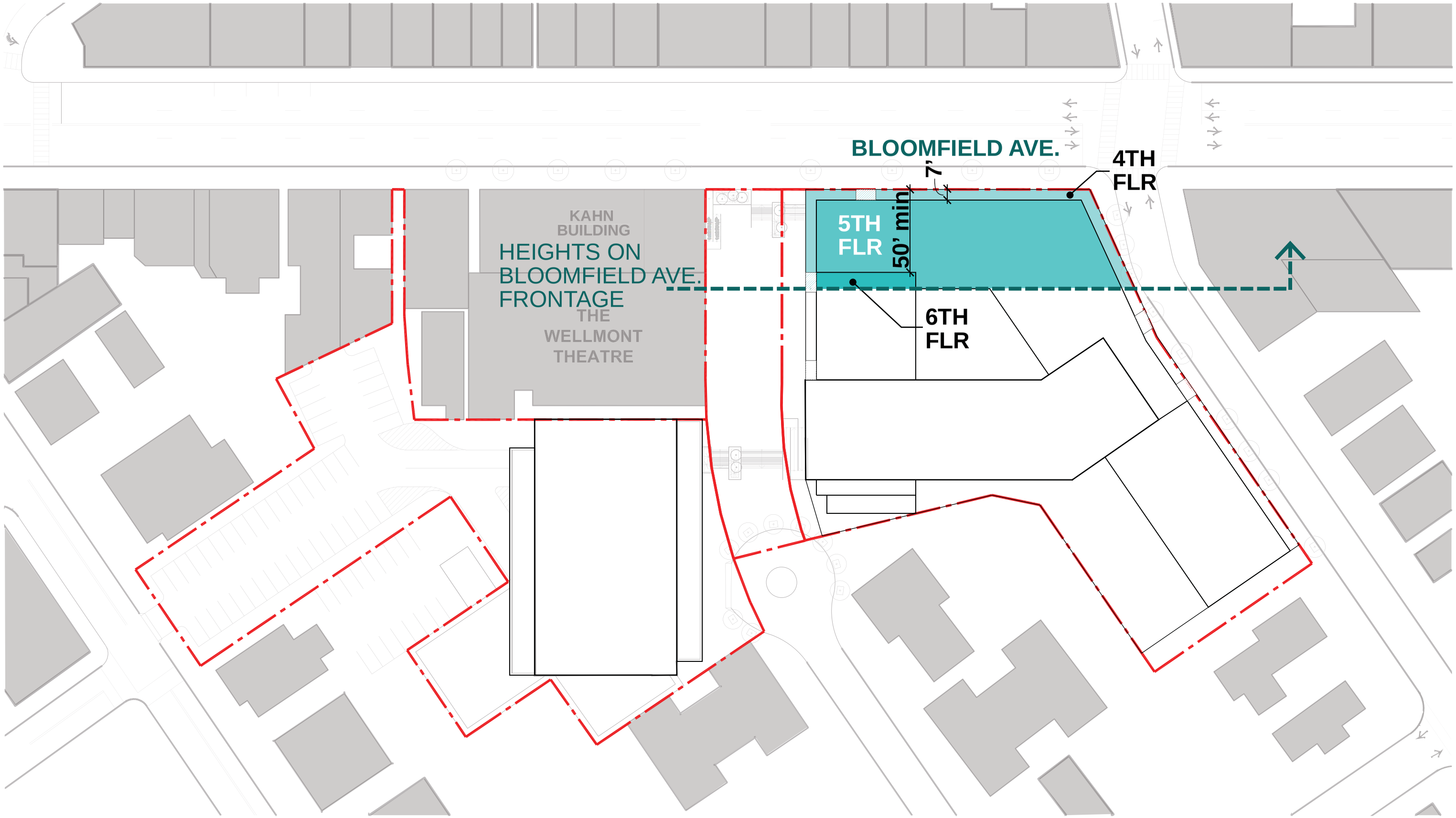
- The Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, transportation and infrastructure, recreational and municipal facilities and other public improvements. The Plan has laid out a specific development program intended to carry out the planning objectives of the Township of Montclair.

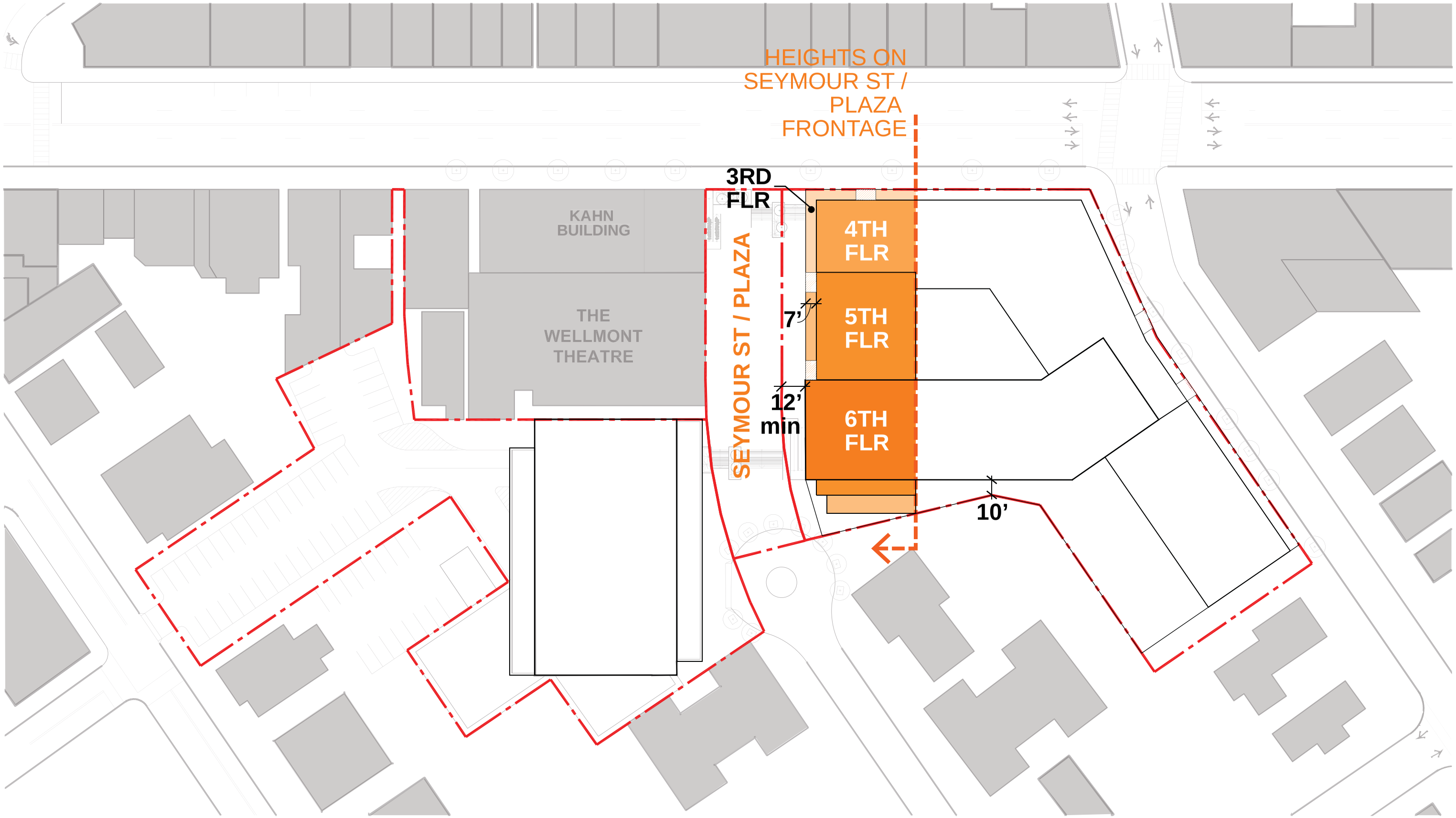
- The Redevelopment Plan is substantially consistent with the Master Plan for the Township of Montclair. The Plan also advances the goals and objectives of the New Jersey State Development and Redevelopment Plan.

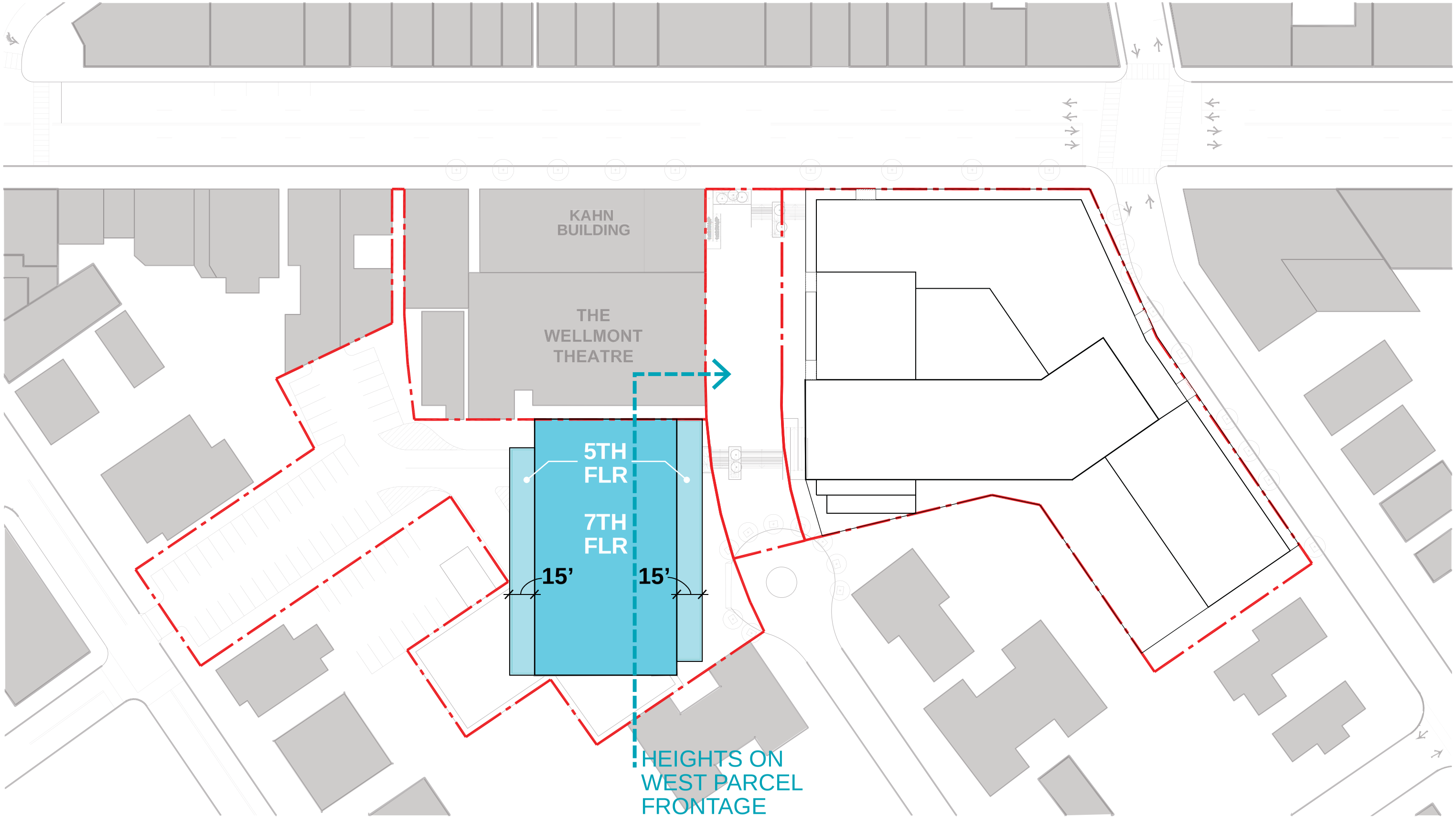
14 APPENDIX

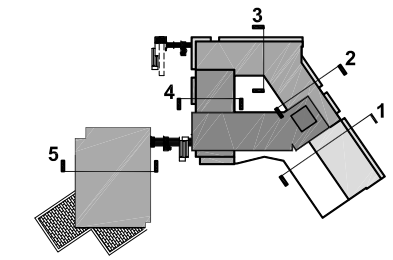
A. Conceptual Development Plans for the East and West Parcels

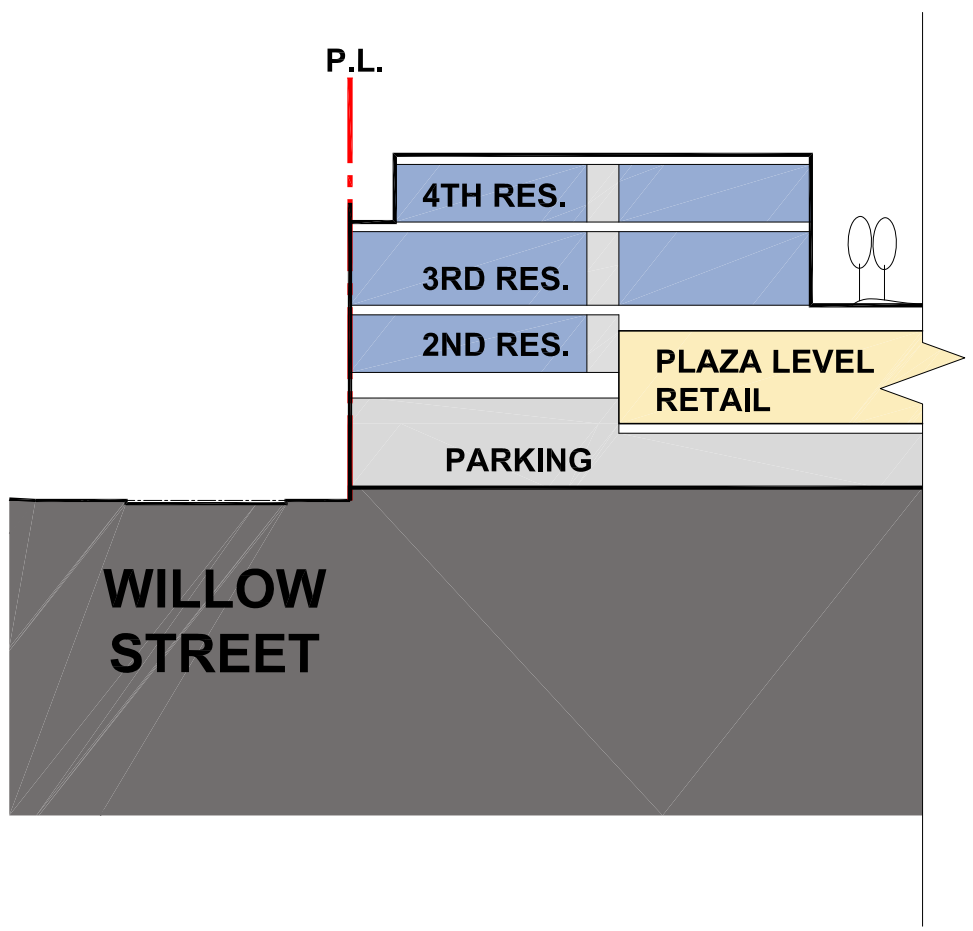

KAHN BUILDING
THE WELLMONT THEATRE
75' min (6th-7th)
5TH FLR
4TH FLR
24' min
7TH FLR
7'
3RD FLR
4TH FLR
100' min (5th-7th)
15'
S. WILLOW ST.
HEIGHTS ON S. WILLOW ST. FRONTAGE

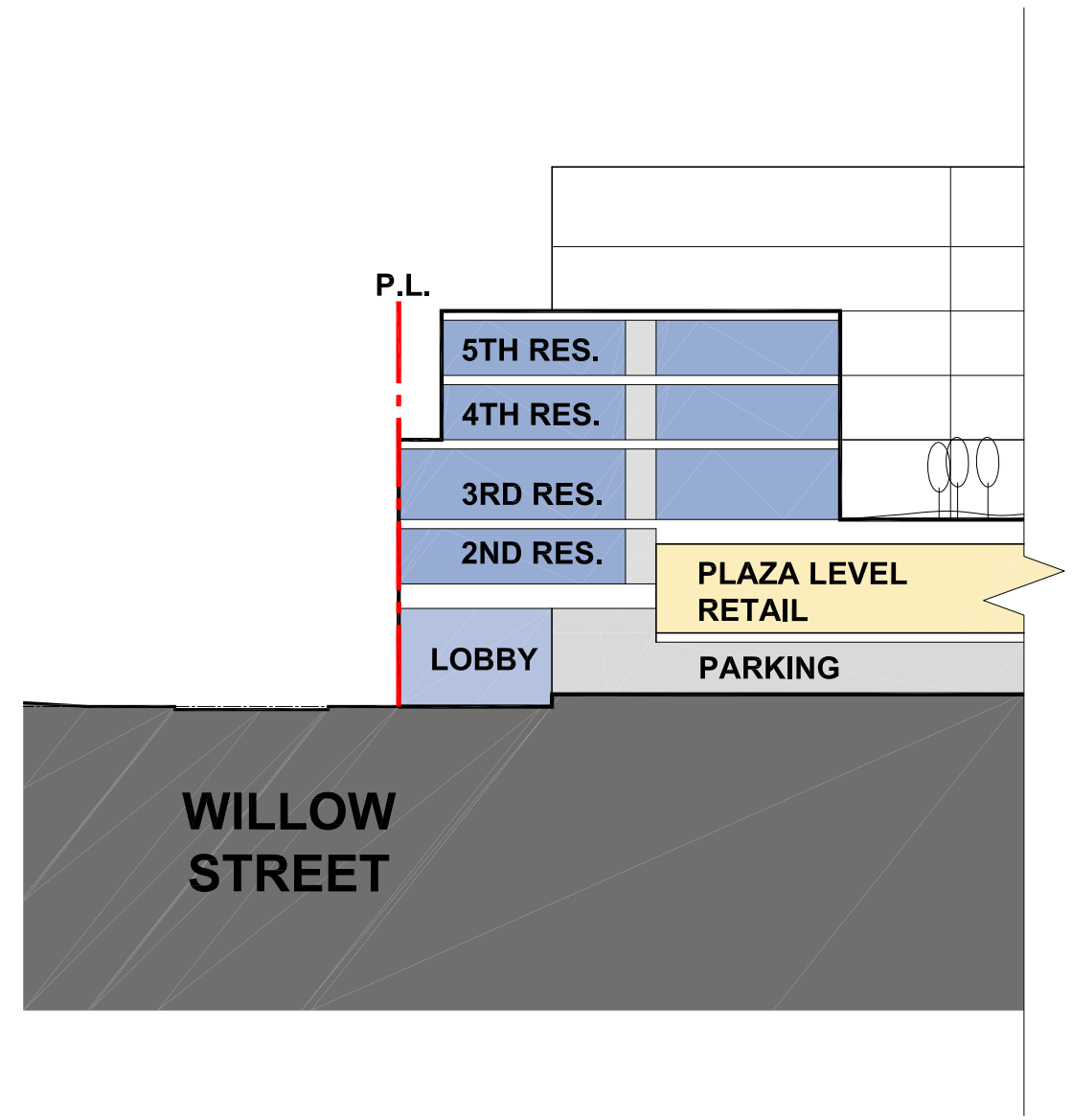

BLOOMFIELD AVE.
4TH FLR
7'
50' min
5TH FLR
6TH FLR
KAHN BUILDING
HEIGHTS ON BLOOMFIELD AVE. FRONTAGE
THE WELLMONT THEATRE


HEIGHTS ON
SEYMOUR ST /
PLAZA
FRONTAGE
3RD
FLR
KAHN
BUILDING
THE
WELLMONT
THEATRE
SEYMOUR ST / PLAZA
4TH
FLR
5TH
FLR
6TH
FLR
7'
12'
min
10'


KAHN BUILDING
THE WELLMONT THEATRE
5TH FLR
7TH FLR
15’
15’
HEIGHTS ON WEST PARCEL FRONTAGE







PREPARED FOR:

Brookfield Pinnacle

PROJECT:

WELLMONT REDEVELOPMENT SITE
MONTCLAIR, NJ

SCHEME:

A11

DRAWING:

SECTION 1

SECTION 2

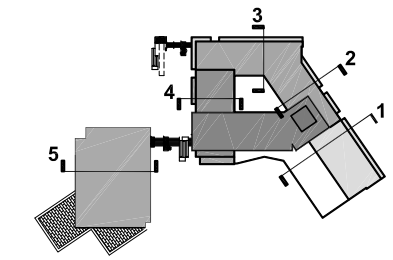
0 15' 30'

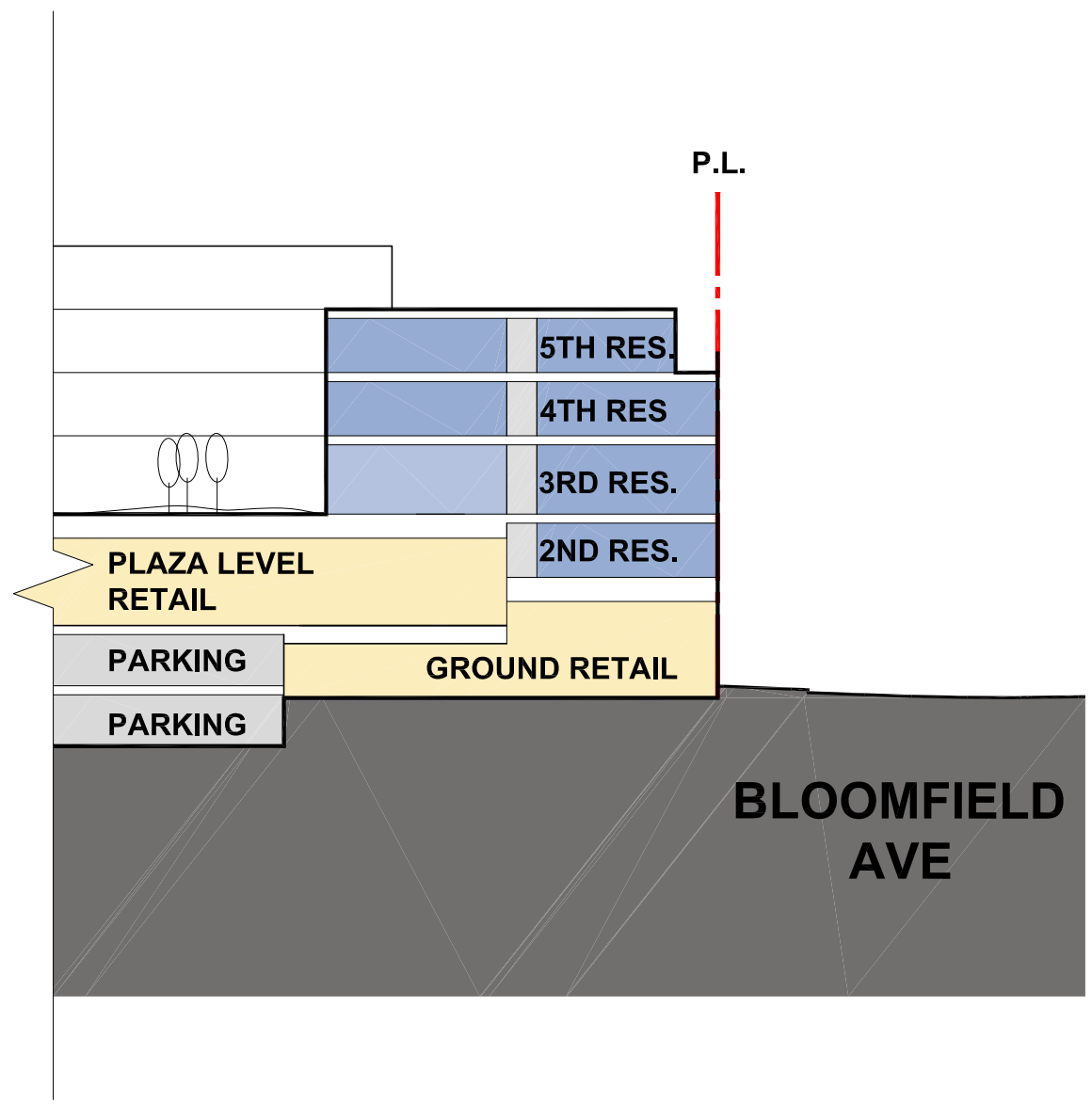
SCALE:

1" = 30'

DATE:

2016 - 04 -20





PREPARED FOR:

Brookfield Pinnacle

PROJECT:

WELLMONT REDEVELOPMENT SITE
MONTCLAIR, NJ

SCHEME:

A11

DRAWING:

SECTION 3

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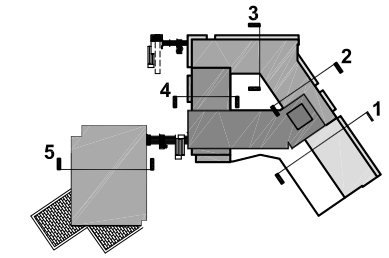
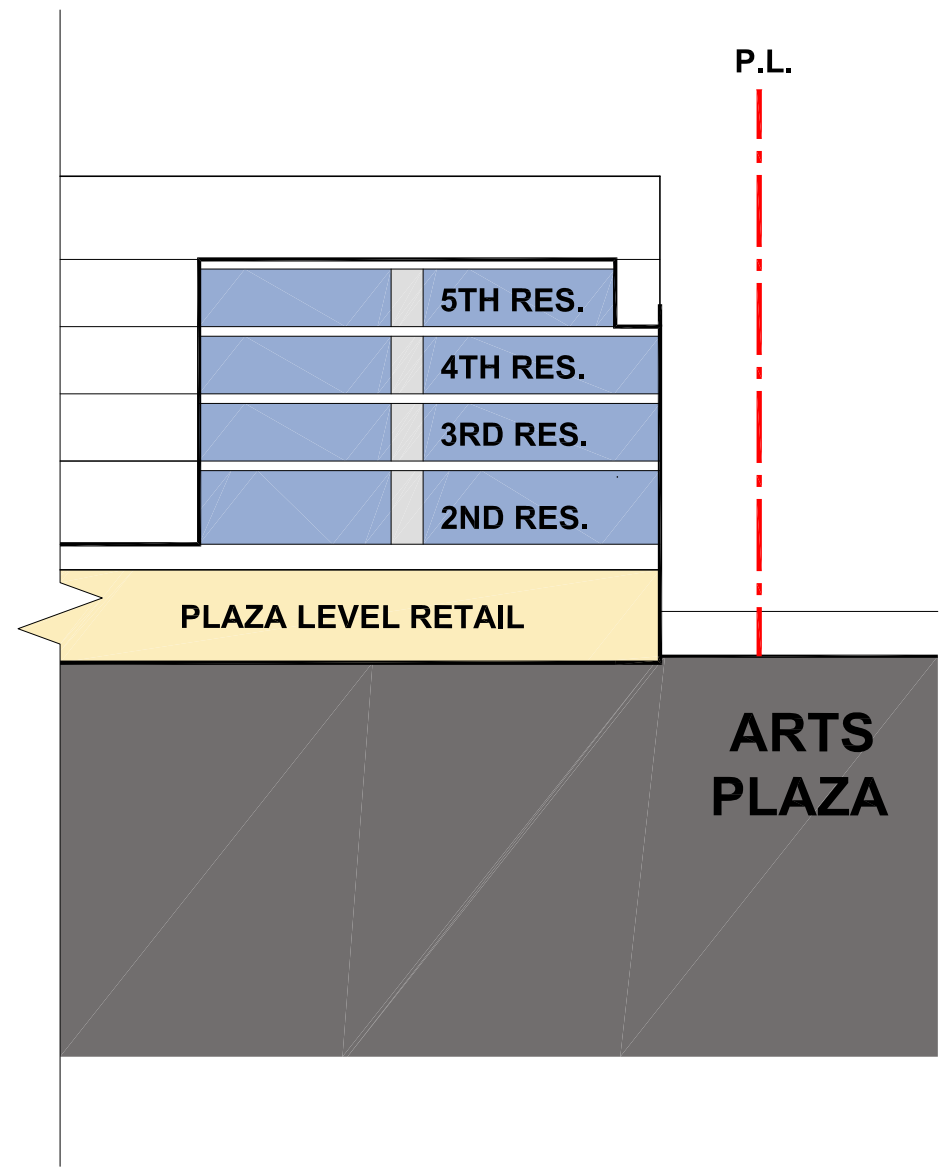
SCALE:

1" = 30'

DATE:

2016 - 04 -20





PREPARED FOR:

Brookfield Pinnacle

PROJECT:

WELLMONT REDEVELOPMENT SITE
MONTCLAIR, NJ

SCHEME:

A11

DRAWING:

SECTION 4

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SCALE:

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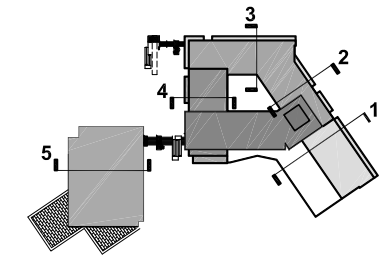
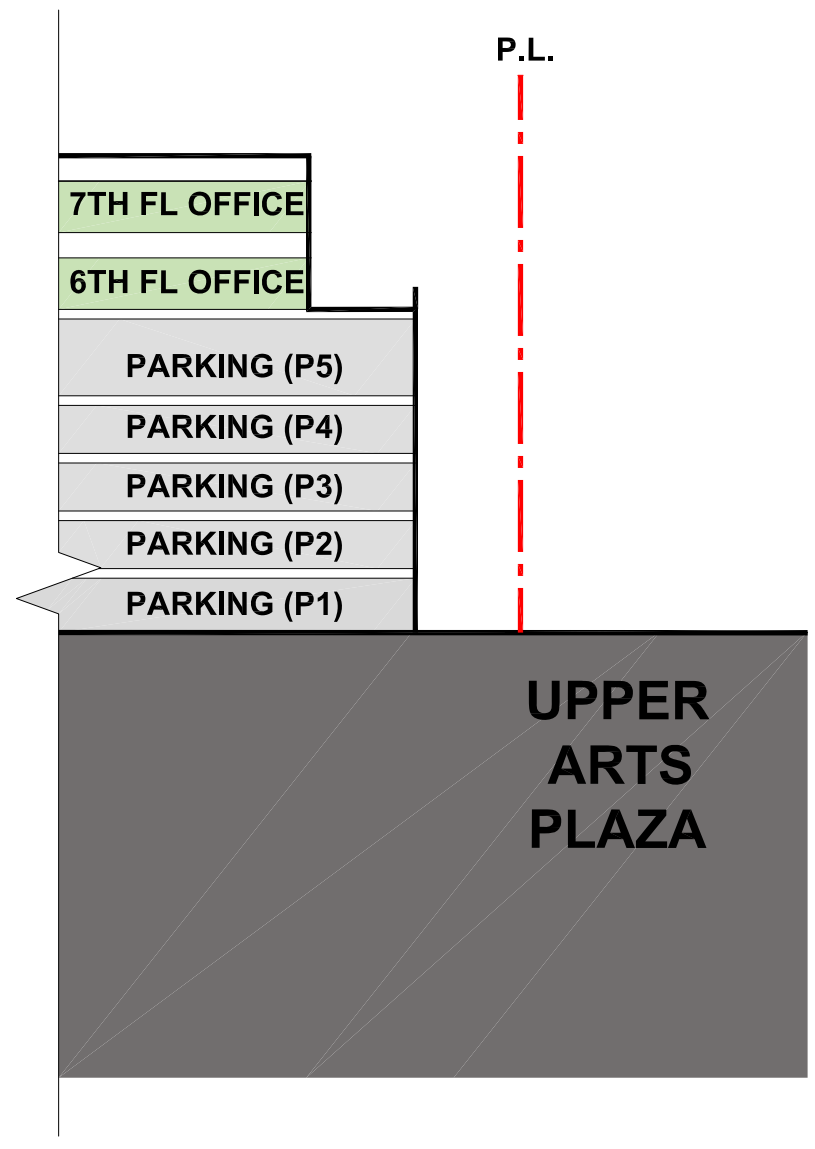
DATE:

2016 - 04 -20





PREPARED FOR:

Brookfield Pinnacle

PROJECT:

WELLMONT REDEVELOPMENT SITE
MONTCLAIR, NJ

SCHEME:

A11

DRAWING:

SECTION 5

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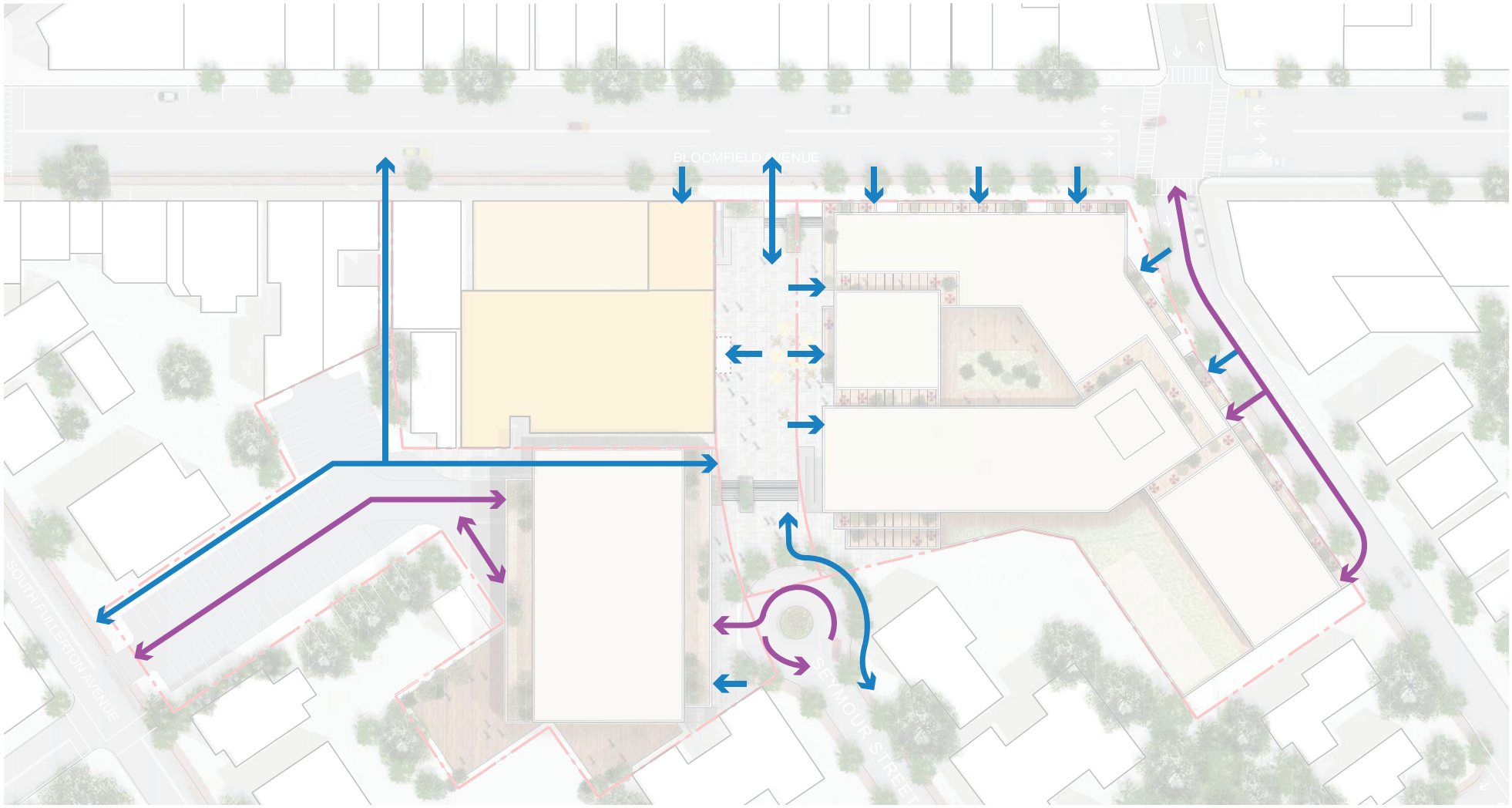
SCALE:

1" = 30'

DATE:

2016 - 04 -20



PEDESTRIAN PATHS

VEHICULAR PATHS

PREPARED FOR:

Brookfield Pinnacle

PROJECT:

WELLMONT REDEVELOPMENT SITE
MONTCLAIR, NJ

OPTION:

DRAWING:

PEDESTRIAN AND VEHICULAR CIRCULATION

2016-04-25

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398
Xocolate
Xocolate
Xocolate
RESTAURANT & GRI

Bloomfield Ave

NO
PARKING

B. Town Center Architecture and Design Standards Addendum

Appendix: 7.1: Rules
Town Center Design – Essential Principles

7.1.1 Introduction: Rediscovering Main Street

Creating Authentic and Appropriate Places
The Unfinished Business of Bloomfield Avenue
Relearning Architectural and Place-making lessons, Adopting New Practices

Redevelopment in Montclair must be concerned foremost with creating authentic and appropriate places for public gathering and use.

The 21st century has seen a return to Main Street. Many Americans, from younger generations to retirees, are choosing to live in towns with vibrant, well-developed, walkable Main Streets and easy access to multiple modes of local and regional transportation. These Main Streeters are leaving behind the sprawl, malls and car dependency that characterized much of post-war suburban living. In the process, they are rediscovering the practical conveniences and visual pleasures of towns planned and built more than 75 years ago. Bloomfield Avenue, Montclair's mile-long Town Center, exemplifies the desirable Main Street, and yet there are large pockets of inactivity at critical junctures along the avenue. As a Main Street addressing the evolving needs of the 21st century, Bloomfield Avenue is unfinished business.

Fostering successful 21st century town center design in a historic context requires relearning architectural and place-making lessons well-established prior to the mid-20th century, and adopting new architectural best practices incorporating the lessons learned since. Specific building and place-making design lessons to be learned and applied from Montclair's Town Center are found in Sections 7.2 and 7.3. The remainder of Section 7.1 provides town center design principles which the redeveloper shall apply to new construction in the designated area in need of redevelopment.

7.1.2 The Walkable Community

Economic and Community Benefits
Social Connection, Health and Safety
The Streetscape as a Public Room

All new Main Street development must support the walkable community. The connected neighborhood, one where numerous amenities are provided and pedestrian and vehicular traffic are not in conflict, is a fiscal and fitness gain. Increased foot traffic improves economic health for both the merchant and township. A mix of complementary uses is convenient for locals and provides the township with a resilient town center that can more quickly adapt to economic change than communities dependent on the suburban or exurban mall. A range of housing options strengthens the resilience of the Town Center, stabilizing the population as demographic and socioeconomic trends evolve. With active storefronts and diverse commercial options – from independently owned stores to larger retailers, from offices to eateries, from small entertainment venues to theaters - the walkable community provides an enticing and legitimate alternative to the convenient experience of private online shopping and cultural consumption.

Walkable, human-scaled streets also enrich our social lives and improve the physical health of the individual and community in the Digital Age. Getting people out of their homes and cars and onto the sidewalk encourages a more active lifestyle, where town residents, business employees and visitors have more interaction with each other and their neighbors. (Figure 1.2-1). Streets that draw pedestrians also slow down and lower the number of cars on the street, improving safety.

In a historic town center, walkability is very much a product of fascinating, approachable buildings. In addition to its buildings, a defining feature of a historic downtown is the streetscape. The streetscape incorporates the spaces between buildings, which include the streets and pedestrian walkways, and help complete the unique physical appearance of each town. The historic streetscape is framed by buildings that closely adjoin each other, face the street, and share a similar setback from the street curb. This space creates a sense of enclosure and makes the streetscape an "outdoor room." (Figure 1.2-2) Just as people

enjoy visiting and shopping inside historic downtown buildings, they also appreciate the quality of this big public "room" as a space ideally suited to community activity. The shared space of a well-defined street is a place where people can linger and businesses can thrive.

7.1.3 Valuing the Unique Character of Place

Physical Identity is Community Identity
The Threat of Anywhere, USA
The Past Points to the Future

Memorable town centers have a unique physical identity. Because historic buildings and their setting remain as physical evidence of the past, they help recall special events, memorable moments, and important experiences shared by a community. Visitors or newer residents, who may not know town history, also experience a sense of the past and forge a tangible connection to their community as they discover and learn about the historic assets of their town.

A primary goal of these guidelines is to prevent "Anywhere, USA" architecture, an unofficial style that has arisen in the last 15 years and scrubs away meaningful connections to the past. Instead, it provides a lowest common denominator design aesthetic that can be used anywhere because it adopts common features of "traditional" building design, such as a distinct base, middle or top and the use of brick, but does not recognize the unique physical attributes of any particular community, thereby failing to leverage pre-existing character and cultural connections. (Figures 1.3-1 through 1.3-4) Counterintuitively, this style of architecture is often the product of over-prescriptive planning design guidelines that push architecture towards an imitative style, as compared to an original and creative architecture that is still respectful of the neighborhood context.

Efforts to improve the vitality of a Main Street can change its visual qualities for better or worse, depending on the tactics used and the effort involved. If done without consideration for the historic fabric of the downtown, these changes can detract from the architectural uniqueness and cultural setting by diminishing authenticity and sense of place. This usually results in a sanitized or cookie-cutter look that ironically makes a town look just like other newly-revitalized towns.

Because historic town centers have their own unique collection and combination of buildings and public spaces, they are recognizable as distinct destination and activity centers, and are therefore full of strategies and cues to inspire new, compatible construction. Historic town centers have far greater potential to provide a memorable experience than an anonymous "anywhere" shopping center or strip mall. When allowed to convey its historic character and accumulated patina, a town center tells the unique story of its community and culture. (Figure 1.3-5)

To avoid the nondescript "Anywhere, USA" style and adopt a more fitting design approach, the development team must become a student of Montclair's Town Center and the project site, starting with the information provided in these guidelines. See Section 7.2 for a closer understanding of the design strategies that have given Montclair's Town Center its unique character. There are numerous other sources of information the redevelopment team shall turn to during the planning, design, and detailing of the entire project: Township of Montclair Historic Preservation Ordinance (Article XXIII), Township of Montclair Historic Preservation Commission Town Center Design Guidelines (2016), local history archives of the Montclair Public Library and Montclair Historical Society, and the Secretary of the Interior's Design Standards for the Treatment of Historic Properties.

7.1.4 Analyzing the Character of Place

Architecture is a Language
Key Concepts and Terms
The Forms of Public Space
Building Characteristics and Public Space conspire to make Neighborhoods

Distinctive town center architecture, no matter how much it might vary from one community to the next, is quantifiable and the product of many centuries of written theory and practical application. The unique character of a project setting, in other words, is not a mysterious condition that can't be explained. It should, in fact, be properly studied and provide the foundation for an informed development design

approach, whether the intention is to be compatible, contrasting or some combination of the two. To "read" the physical context of a site requires careful analysis and understanding of the local architectural language.

The most obvious features in a historic downtown are the buildings themselves. They define the character of the downtown by their physical presence and help give a community a sense of identity, stability and history. Although few people could describe the architectural differences between an 1880, 1900 or 1920 building, almost anyone can recognize that they were constructed at different times and that they reflect their era of their origin. (Figure 1.4.1)

Building characteristics create an architectural language of a neighborhood, combining the complementary and contrasting elements of separate buildings into a cogent, if eclectic, context. (Figure 1.4-2 through 1.4-4) Architectural language includes each of the following elements, which provide a common reference point for the bodies governing this plan as well as redevelopment applicants:

Style: Throughout the history of architecture, emerging ideas, materials, building technologies and trends have led to an evolving series of recognizable architectural "styles." If appropriately maintained, these combinations of vocabularies, details, and materiality inform the pedestrian as to when the structure was built.

Vocabulary: Each building includes a collection of architectural details, which often have both practical and decorative uses in historic structures. The collection of these different architectural choices make up the "vocabulary" of the building.

Vernacular: Often mislabeled as a singular style, "vernacular" describes evolutions in building design stemming from unique regional conditions, such as climate, economy and natural resources. Vernacular design is often the source of invention in architectural form. Over time, within a given locale, vernacular design solutions may be coherent enough to be recognized as a distinct historic style.

Massing: Buildings articulate mass – expressed in the abstract as the "building envelope," a 3D corollary to the 2D concept of "building footprint" – for numerous purposes, from minimizing perceived bulk to identifying different programmatic elements from the building's exterior to shepherding pedestrian traffic to a centralized entrance space.

Streetwall: The front façades of buildings built on or close to the street boundary collectively form a vertical plane. It is an important urban design element because it defines the edge of the public realm.

Materiality: The combination of materials used to form buildings deeply influence their presence and profile in the streetscape. Material choices in a structure dictate aspects of apparent heaviness (eg, solid surfaces made of stacked masonry units) and lightness (eg, planes made of transparent glass) and influence the degree to which a building complements or contrasts with its neighbors. Material associations, based on cultural expectations, also play an important role in setting the identity of a structure. The use of brick, for example, may evoke historic design, while exposed steel may evoke industrial design.

Detail: In addition to variations in material texture, pattern and color, the joints between materials and building mass, as well as the openings within a building's façade, present opportunities for a design to create interest through well-considered and attractive detailing. Styles often have sets of details which are widely recognized as being harmonious with the style's associated materiality and massing. (Figure 1.4-2)

Public spaces, like buildings, differ in their composition and character, and provide diverse advantages and essences to a neighborhood. Public space can be organized into three forms:

Public: Plazas and city squares are true public spaces, where open area is reserved expressly for public gathering and use. Size and character can vary, but these urban spaces are typically framed on two or more sides by architecture facing the plaza. (Figure 1.4-5)

Semi-Public: Some urban spaces, while technically public, are small enough in scale to create a sense of intimacy that imitates private space. These spaces

are often narrow, off-the-beaten-path rights of way, where a dead-end or courtyard becomes a de facto public space due to low pedestrian traffic. (Figure 1.4-6)

Semi-Private: Architecture can provide welcoming spaces for the public, even when that space is part of a private development. Classic examples of such spaces include grand staircases in front of museums, courthouses or houses of worship, or the colonnade of a classical building that invites public meandering. (Figure 1.4-7)

Buildings and public spaces depend on one another to make neighborhoods, and cannot create vibrant communities without one another. Public space surrounded by unbecoming or oppressive buildings risk remaining unoccupied, leading to failing adjacent buildings and public squalor. Similarly, poorly designed public spaces that do not consider the adjacent architecture are often used in ways unforeseen by the designers, creating congested circulation paths and similar un-optimized use of public real estate and capital.

7.1.5 Midrise Design: "Building Block" of the New Main Street

Managing Density with Stepbacks
Context is multi-sided
(front, sides, rear, other)

Midrise architecture is the "building block" of the New Main Street. These 4-7 story structures provide the increased density revitalizing Main Streets across the country, while still providing light, air and a welcoming human scale.

To preserve the vibrancy and diversity that constitute a great historic Main Street, development must be directed toward preserving the existing housing stock, with its varied price points and lifestyle options. If a town aspires to maintain the current density of its residential districts, grow its tax base, resist gentrification, and address general population growth, then thoughtful midrise development at the weakest areas within an existing commercial town center is a sensible solution. In turn, such growth strengthens the local economy by providing more residents to take advantage of all the center business district has to offer.

When carefully designed, midrise buildings can be harmoniously inserted into an existing street fabric without detracting from neighboring buildings. Due to modern planning and financial pressures – such as requirements for on-site parking and bank/investor expectations for return on investment – infill development expands the massing envelope by adopting a stepped, midrise design strategy. Stepbacks provided above a certain number of stories reduce building mass on the street frontage, make a building feel smaller to the pedestrian and, in a historic context, allow for matching rooflines to nearby buildings. (Figures 1.5-1 and 1.5-2) However, stepbacks without articulated details (whether traditional or modern) meant to make a building interesting at a human scale is insufficient. These details, along with mid-block breaks and corner transitions, work together to create an architectural rhythm that is easily read by the pedestrian, and feels natural and in place with the surrounding context. (Figures 1.5-3 and 1.5-4)

The context for buildable lots on a pre-existing Main Street is often multi-sided, with surrounding conditions that don't necessarily echo one another in terms of mass, height and architectural style. An effective midrise building must be expected to respond to these conditions at its front, sides, and rear. Every site is unique and stepbacks must be carefully defined and applied. (Figures 1.5-5 and 1.5-6)

7.1.6 Choosing Integrity over Imitation

Solve for the reality of today, not for the nostalgia of yesterday
Construction methods have changed
Town Center lifestyles have evolved
Automobile use is changing

The affinity people feel for historic architecture that has weathered the test of time often creates a tendency to encourage or require that all new buildings resemble or reference local contextual precedents directly. Unfortunately, this can lead to buildings that look more like cheap parodies of traditional design than related, permanent additions to the streetscape. (Figure 1.6.1) As explained below, historically-inspired architecture must be designed for the reality of today, not for the nostalgia of yesterday. It is of utmost im-

portance that architects and designers see themselves as integrating concepts from the past and the present, creating buildings that have their own integrity, independent of any imitative qualities. (Figures 1.6-2 through 1.6-5)

There are many reasons why direct simulation of historical architecture in new construction is unrealistic. First and foremost, construction methods and technologies have greatly changed since the era when most of our nation's historical buildings were constructed. While material costs of steel, basic masonry and glass have fallen since World War II, skilled labor costs have risen sharply. Similarly, early 20th century construction budgets were not burdened with expensive mechanical heating and cooling systems or subject to additional costs associated with life safety systems such as redundant egress stairs and fire sprinklers. To build in the style most treasured in our nation's downtowns, with masonry buildings showing ornate and stately detailing at almost every transition, would be prohibitively expensive today. Buildings mimicking such architecture through attempts at similar detailing are prone to seeming over-simplified and promoting a false history. Likewise, sustainability concerns and energy code restrictions strictly rule out the way many historical buildings operate in regards to energy usage.

As noted in Section 7.2, the typical historic commercial town structure is often no taller than 2-3 stories and consists of a solid mass (albeit artfully decorated) without stepbacks. Thus, there are few useful historic precedents for the 4-7 story midrise building that steps back from the streetwall. Designers and developers must respond imaginatively to this challenge.

While material, labor and historic realities make designing good buildings resembling traditional architecture difficult, the evolution of the town center lifestyle sees a rededication to pedestrian primacy resembling the same historical era that accompanied the creation of our nation's favorite buildings. However, any lesson taken from pre-war urban design must still contemplate the differences between the past and present.

Even as town center streets are made more suitable to pedestrians, the car's importance to everyday life must be taken into account. At the same time, car-sharing and self-driving cars are on the horizon and should also be considered in the long-range planning and design of parking facilities. Biking as a form of recreation and commuting is on the rise; bike paths and storage should be integrated in ways that encourage this highly sustainable and healthy trend. While the streetcar has disappeared, local shuttles and bus rapid transit systems provide additional strategies for taking cars off the street. Fuel-efficient and conveniently joining intra- and inter-town destinations, these modes of transportation typically run along wider Rights-of-Way (once used to good effect by the streetcar); how might their stops be integrated with the streetscape?

2016 is not 1916. Designing for nostalgia is fundamentally different from designing for now. Designers will find many tools from the past, but design strategies must be adopted to work in the context of the present and future. Often, the right architectural and place-making solutions will be a revelation and not a repeat.

7.1.7 Having Architectural Ambition

Every architectural firm brings singular qualities to the design process and a wide variety of creative responses to design guidelines for each of their projects. Given a similar context and building program, two different firms may produce two different design solutions that both fulfill the Township's aspirations towards a contextually satisfactory architecture. In fact, this variation of perspectives has resulted in Montclair's exemplary eclectic mix of architectural styles seen today. The goal of these design guidelines is therefore not to suppress architectural ambition in favor of "design by committee" but to draw out architectural ambition while respecting the realized aspirations of past designs. (Figure 1.7-1)

Appendix: 7.2: Tools
Montclair Town Center – Lessons to Learn

7.2.1 Where the Suburb meets the City
A valuable, symbiotic relationship
A balance to be preserved

The balance within Montclair between the suburb and the city remains a primary draw to the Township and is one of its great strengths. Nowhere is this more evident than in Montclair's mile-long Main Street, otherwise known as the Central Business District, or Town Center. Recognized as a Great American Main Street by The National Trust for Historic Preservation in 2015, the Town Center provides numerous services to the surrounding residential districts and acts as a commercial and entertainment magnet for the region. Like a city dependent on its suburbs for workers and patrons, there is a symbiotic relationship between the busy heart of Montclair and the people who live around it; the Town Center's concentration of amenities, opportunities and diversions and the neighboring residential streets serve and depend upon one another.

The suburb-city balance of Montclair's town center is sometimes viewed from two opposing perspectives, which can be simplified as follows: There are those who leave large urban centers for Montclair, to escape the city for a small town, where a wooded ridge overlooks a downtown area steeped in historical architecture. Others choose Montclair because of its similarities, rather than differences, with city living. Many New Jersey towns provide a concentration of urban amenities, but few offer the walkable downtown lifestyle that is closer to that of a village or small city than the typical suburb. What both groups look for in Montclair is different, but both groups currently find what they are looking for.

Preserving this balance is the greatest planning challenge the Township faces. As much as the character of its citizens, the built character of Montclair is a defining trait of the community. Any new development must be respectful of this character. Through careful analysis of local architectural precedents, qualified designers can simultaneously safeguard the physical and personal character of Montclair that make it so attractive.

7.2.2 A Living Museum
Multiple building campaigns
A rich, evolving, eclectic heritage

Montclair is significant for being one of the first important railroad suburbs in New Jersey. Its diverse commercial architecture reflects the fashionable urban culture that new town residents successfully infused within the aesthetic framework of a late 19th-century pastoral village. The architecturally eclectic styles of downtown buildings in Montclair Center were largely built between 1885 and 1937 and are representative of the town's period of rapid growth as a prosperous commuter suburb. (Figures 2.2-1 and 2.2-2)

Of particular note, in 1909, the widely influential landscape architect John Nolen published a lengthy report: "Montclair: The preservation of its natural beauty and its improvement as a Residence Town." He asserted, "Montclair can be and ought to be, with its natural attractions, the most beautiful suburban town in the world" if his master plan were followed. Nolen's vision for Montclair promoted classical municipal buildings, parks, and English Revival commercial centers. In the Town Center, the report's lasting effects are most evident today with the 1913 Municipal Hall (present-day Police Headquarters), the 1913 Train Station at Lackawanna (present-day Pig and Prince restaurant), and the 1914 Montclair Art Museum. The Wedgwood Building, originally housing the post office in its central portion, continued this legacy in 1926. (Figures 2.2-3 through 2.2-6)

The buildings now standing within the Town Center Historic District are some of the most impressive buildings architecturally in the Township. The numerous buildings contributing to the Historic District are significant for their association with the commercial and economic development campaigns of Montclair spurred by two periods of substantial financial investment and downtown growth, around 1890 and 1920. In addition, these buildings are significant because they represent an exceptionally wide variety of archi-

tectural styles that embody the finest characteristics of 19th- and early 20th-century commercial town architecture. The richness of this architectural collection and the high standard of so many styles are what is truly remarkable about Montclair's Town Center. (Figure 2.2-7)

Architectural styles represented within Montclair Center include: the Early Republic Federal style; the Late Victorian Italianate, Queen Anne, Renaissance Revival, and Romanesque styles; the early twentieth century Beaux Arts Commercial and Neo-Classical Revival styles; and the Modern Movement Art Deco style. The contributing buildings were mainly constructed between 1885 and 1937.

Notable, extant architecture within the Town Center Historic District begins in 1802 with the construction of the Munn Tavern and extends to 1937, when Montclair's economic vitality and extraordinary growth suffered as a result of the Great Depression. Because of this economic turn of fate, commercial construction investment within the Montclair Center halted in 1937 and did not resume in any significant fashion until the late 1970s. Just as important, in the post-World War II years, the automobile took precedence over the pedestrian and increased mobility allowed businesses to locate outside of the historic core of the town center. By the 1960s, highways, suburbs and strip development dramatically changed the way people lived. Today's Town Center, with its mix of active zones and pockets of inactivity, reflects all these influences on its growth and development. (Figure 2.2-8: Bloomfield Avenue overview)

Previous studies of Montclair's Town Center Historic District have analyzed the contributions of individual buildings in terms of a "Period of Significance," identified as 1865-1937, the era during which most of downtown's extant buildings were constructed. But, unlike a Nantucket or SoHo with their rare assemblage of period gems, this district's defining character lies in the lively harmonious urbanism, which successfully integrates buildings of many styles and eras. Overall, it is cohesive, in that it has the scale, craftsmanship, streetscape harmony, and pedestrian orientation of a fine traditional "Main Street."

The Montclair Historic Preservation Commission uses a system of five categories to assess architectural and streetscape qualities of each structure. The following terms, which are used in these design standards and should form the basis for public discussion of the treatment of extant buildings in and around the redevelopment area, define these categories as follows:

Key: Applied to those buildings which possess historic district architectural and historical significance, and which act as landmarks within the architectural matrix of the district.

Contributing: Refers to buildings dating from the historic district's Period of the Significance which have some architectural and/or historical importance, or which visually contribute to the cohesiveness of the district's streetscapes.

Harmonizing: Refers to buildings from a later dating period.

Harmonizing (altered): Refers to buildings dating from the Period of the Significance which have been significantly altered.

Intrusion: Refers to buildings or sites which are from a later dating period and do not visually contribute to the cohesiveness of the historic district's streetscapes.

7.2.3 Leveraging Key Historic Assets

Current weaknesses are future strengths

In the immediate vicinity of three key historic buildings in the Town Center – 1913 Municipal Hall/present Police Headquarters at Valley Rd. and Bloomfield Avenue; 1921 Wellmont Theater at Seymour Street and Bloomfield Avenue; 1913 D.L.&W. Train Station at Lackawanna Plaza – vacancies are high and foot traffic is weak. Instead of drawing interest from visitors and anchoring diverse activity around them, as architectural landmarks often do, these buildings are isolated and the under-utilized properties around them discourage, rather than promote, the creation of an attractive and walkable community.

The streets, curb cuts and sidewalks around these key historic buildings favor the car over the pedestrian, making it difficult to safely approach and appreciate

these structures on foot. Being able to see interesting buildings through a windshield is not as important as maintaining the theater of experience that characterizes the most popular commercial areas of Montclair, where walking to and lingering beside older, interesting buildings is accomodated and encouraged.

Exactly where there should be high points of visual delight and experience on Bloomfield Avenue, there are dead spots and discontinuity. Like a garment with multiple holes, the fabric of the Town Center, no matter how colorful, is tarnished by these gaps. (Figure 2.3-1)

In a climate of renewed interest in town center living, Bloomfield Avenue as a competitive Main Street is less than it could and should be. Only by preserving, respecting and leveraging the historic assets that make Montclair's Town Center special is the walkable community plausible. Anchoring new development around the Wellmont Theater will play a critical role in the ongoing rejuvenation of Bloomfield Avenue, reinforcing the unique character of the Township, creating a safer, more cohesive and attractive Main Street experience, and boosting its local economy

7.2.4 Building Basics: Lowrise Design

7.2.4-1 Lowrise Design Background

Articulated mass
Animated rooflines
Distinct door and window composition

The majority of the buildings in the Town Center today were constructed as commercial structures with brick, stone, cast stone or terra cotta facades. These buildings are typically 2-3 stories high with flat roofs hidden behind articulated roofline elements such as gables, deep eaves, moulded cornices, articulated parapets, and balustrades. Uniformly without step-backs, these structures are essentially well-crafted boxes. Facades are sub-divided by architectural detailing such as pilasters, masonry patterning, window framing, and decorative panels that add texture and life to the walls. Almost all the downtown buildings are built to the front and side property lines. Most Town Center buildings, therefore, are not freestanding structures but are built directly abutting each other, sometimes using party wall (ie, shared) construction. (Figure 2.4.1-1) The later gas stations and parking lots are considered intrusions in this otherwise uniform streetscape.

The lowrise design is typically mixed-use with tall ground floor retail storefronts divided into bays and residential units above. The storefronts have a discernable base plate, vertical glass windows, and a transom or sign band. The entry door is usually in the center or to one side with a solid base and transom similar to the storefront. The wall or blade signs are at the transom level and the shed or rounded awnings span one single bay only. Historically most awnings were retractable and not fixed in place.

Upper story windows, traditionally protected with awnings (few extant), have at least two sashes per opening and are sometimes mullioned, creating multiple panes and shadow lines. Doors and windows frequently have simplified revival trim or detailed moldings around them, a pattern evident even on the later Art Moderne style structures.

7.2.4.2 Lowrise Design Precedents

The following buildings exemplify typical and effective lowrise design in Montclair's Town Center. They have been chosen for the clarity of their overall compositional strategy as well as their treatment of specific materials and details. None are "ideal" but as a group they document a range of effective design strategies for 1-3 story buildings.

Base-Middle-Top Paragon: Louis Harris Building
537-539 Bloomfield Avenue, known historically as the Louis Harris Building, is an excellent example of an early Main Street archetype that organizes three stories through an identifiable base-middle-top façade expression, a mix of residential and commercial uses (each with their own discernable street entrance), and an appropriate use of varied materials (brick, limestone, and terra cotta) to temper its mass. (Figure 2.4.2-1) Though the building is a typical low, rectangular shape, familiar along the Main Street, its command

of architectural scale and classical detailing lets the façade read as a series of taller rectangles mitigating a boxy appearance.

The building is vertically delineated by an obvious base-middle-top typology. There is a clear design separation between the first and second stories evidenced by the three large ornamental brackets which support a foliated cornice band. The upper story windows showcase delicate stone rosettes which articulate the corners of the raised brick windows surrounds, creating a heightened sense of depth. The third floor window sills feature small corbeled brackets on either underside of every stone sill further drawing the eye upwards on the facade. The upper floor fenestration culminates in a continuous masonry stringcourse band above the third floor. The cornice along the heavy roof line, ornately detailed with dentils and corbels, is supported by paired brackets interwoven with a continuous cornice molding neatly running beneath the projecting masonry roof line. The layered cornice treatment hides the flat roof beyond.

Fraternal Twins: The Wellmont Theater and Kahn Buildings

The Wellmont and Kahn buildings were constructed at the same time, and employ numerous strategies in order to differentiate the two buildings as they front different streets while tying them together through material and compositional similarity. (Figure 2.4.2-2)

From the pedestrian's perspective, the Kahn's long frontage along Bloomfield Avenue establishes a bottom-middle-top condition that heavily accentuates the horizontality of the building. The first story is comprised of storefront bays that grow taller as the pedestrian moves east, due to the change in grade along Bloomfield. This negotiation of sloping ground adds additional visual interest at the storefronts. Above these storefronts is a projecting stone beltcourse band, which initiates the "middle" portion of the building. Here, the horizontality of the building is highlighted through a single row of windows with an arched trim detail including stone keystones. The "top" of the building, denoted by another horizontal beltcourse, consists of another row of smaller, more simply adorned windows and a stone cornice. Due to the building's sloped roof, the Bloomfield Street frontage is a height similar to the adjacent buildings to the west, creating a consistent streetwall.

Along Seymour Street, the Kahn building's treatment of mass is much different. While the stone banding, window detailing, and awnings all wrap the corner, creating continuity, the east-facing Seymour Street façade includes the roof gable and a much lower proportion of fenestration to opaque brick. This creates a more monumental face, functioning as a landmark rather than a piece of streetwall context. The Wellmont building next door's massing is similar: a large, monumental mass with a low proportion of fenestration above the "third story" windows. Like the Kahn's, the Wellmont's roof is sloped, hiding additional building mass and lessening the perceived bulk of the building. The results of the massing design thus succeeds both in creating landmark buildings along Seymour Street and a successful streetwall contributor along Bloomfield Ave.

If the massing strategies employed by the Wellmont and Kahn buildings are meant to differentiate both the buildings from one another and the Kahn building in particular between Bloomfield Avenue and Seymour Street, the detailing of the buildings work to maintain coherence. The stone beltcourse bands that mark the transitions between base, middle, and top at the Kahn building not only continue to the Wellmont, but are repeated below the latter's roofline. The Wellmont eschews a roof cornice, and thus matches the Kahn's cornice-less eastern façade. Perhaps most noticeably, the distinctive second story window detailing is present on both buildings, becoming a clearly unifying element.

Efficient Articulation: 440-444 Bloomfield Avenue

440-444 Bloomfield Avenue articulates its mass differently in order to increase perceived verticality and stateliness. (Figure 2.4.2-3)

The building features a straightforward base-middle-top strategy. At the base, a shallow copper pent roof and brow over tall, glassy storefronts with recessed entrances creates a perception of depth and separation from the 2nd and 3rd story windows. Above, repetitive, tall windows create a middle zone, with distinctive sill and head detailing drawing the eye upward. An oversized cornice growing out of the brick itself provides an effective crown. Formed not from

carved stone or projecting bent metal, the cornice of brick corbeling and delicate patterning nevertheless provides a sophisticated cap for the building. Three brick pilasters, one at each end of the building and one in the middle, reinforce the vertical attenuation by themselves terminating in projecting brick capitals, emphatically separating the building into two bays. What could have been a flat, square facade built out of a very simple material instead appears as a grouping of tall rectangular facades, each with a memorable base, middle, and top.

7.2.5 Building Basics: Midrise Design

7.2.5.1 Midrise Design Background

Outside of the major cities, building taller than 3 stories was an expensive proposition prior to World War II due to the restrictions of masonry load-bearing construction, the expense of steel, limitations in fire protection, and the availability of reliable elevator travel. Thus, there are only a few examples of 4-7 story buildings in Montclair's Town Center. Interestingly, as with the Lowrise Design examples, these buildings are without stepbacks, with one exception (Figure 2.5.1-1). In spite of this, the finished buildings deploy surface composition and decoration in such a way that the architectural mass blends easily into the primarily lowrise streetscape, tuned equally well for the pedestrian focused on engaging with the storefronts and the visitor who takes a minute to stand back and admire the overall quality and varied character of the Town Center streetscape.

7.2.5.2 Midrise Design Precedents

The following buildings exemplify typical and effective midrise design in Montclair's Town Center. They have been chosen for the clarity of their overall compositional strategy as well as their treatment of specific materials and details. None are "ideal" but as a group they document a range of effective design strategies for 4-7 story buildings.

Proportioned Monolith: Claridge Apartments
With a red clay tile roof and glazed panels reflecting the character of the Hinck building nearby, this impressive Mediterranean inspired building is a focal point of its corner of the downtown without overpowering the scale of its neighbors and still fits appropriately within the historic district's eclectic character-defining streetscape. (Figure 2.5.2-1)

45 Church Street, at the corner of South Park Street, or historically referred to as the Claridge Apartments, is a very tall, solid mass that uses two predominate materials to achieve verticality and lightness of appearance. The Renaissance Revival building is a full 6 stories in height finished with terra-cotta blocks at the ground floor and buff bricks laid in running bond above. The Claridge Apartments has a symmetrical façade which is broken up by slight 2-bay wide projections at the center and sides of the massing envelope. The architect employed a cohering strategy of base-middle-top to achieve an enduring stately appearance. At the heavy base, the main storefronts and residential entrance are set below decorative arches with rope-molded colonettes complete with composite capitals. Uniform awnings are radiused to fit within the uniquely shaped storefronts that result and have an aesthetically pleasing disposition. A beautiful molding runs along both sides of building directly below the street level stringcourse and adds further architectural distinction to the rusticated base. In Classical and Renaissance architecture (design inspiration for this building), rustication is an architectural feature that contrasts in texture with the smoothly finished, squared-block masonry surfaces.

Despite the next four floors of double-hung windows, the middle façade verticality is broken down by strategically placed windows at the second and sixth floors being comprised of round arches supported by rope molding colonettes. The large expanse of fenestration does not therefore feel as overwhelming to the overall façade and harmonizes well with the horizontality of the brickwork. A thick masonry beltcourse at the fifth floor level further enhances the horizontal lines of the building and accentuates the projecting 2-bay wide façade detailing. At the building's top, a heavy band of finely detailed terra-cotta cornice masks a flat roof behind a narrow, false mansard roof sheathed with clay tiles. The deep frieze running below the roof cornice

has alternating console brackets & heraldic emblems.

Gothic Grids: The Madison Building

The Madison Building is a 4 story building that is taller than its context. The building is designed in such a way, however, that its massing and composition create a harmonious façade that does not appear overbearing from the street. The building accomplishes this primarily through creating descending layers of order with its mass. (Figure 2.5.2-2)

Fenestration at each story is grouped into three distinct bays set between wide piers. These piers are heavily articulated in stone at the first story and brick from the 2nd story up, and continue as solid elements up to the top of the parapet. A secondary organizational system is introduced to the building horizontally, with large detailed stone bands spanning across both window bays and subdividing piers. The resulting massing is a large-scale grid with square voids in between that appears less bulky, a necessity for a building larger than its neighbors.

Detailing on the building complements this strategy. The large voids within the grid are subdivided into three windows with transoms above, introducing a smaller scale recognizable in the majority of the Madison Building's Bloomfield Avenue neighbors. Above the 4th story windows is a small cornice and a shallow arch and keystone detail. These details, combined with balustrades interrupting the solid parapet of the building, stand in place of a larger, more ornamental cornice. Thus, the height of the building (especially compared to its four-story neighbor to the east) is not stressed, and the grid established by the vertical piers and horizontal bands remains the Madison's primary point of interest.

Distinguished Single-Use: Seymour Street Apartment Buildings

The Seymour Street multi-family residential buildings are both 5 stories in height, finished in buff-colored masonry with an H-shaped floor plan. These pre-War apartment buildings were built of fireproof construction and have a permanent, sturdy appearance tempered by graceful architectural gestures that break down a five-story mass. Similar to previously mentioned examples, the buildings have a discernable base-middle-top configuration. In this case, however, a tripartite vertical rhythm is introduced, with the central entrance block being slightly set back through all five levels of the facade. (Figure 2.5.2-3 and -4)

The symmetrical base façade has a readily identifiable central entrance with a classical temple motif. Because there is no commercial component, the need for storefronts is obviated and all five levels have a residential appearance. Two horizontal beltcourses help distinguish the three-part division between the base, middle, and top. The tops are articulated by pedimented and crenellated parapets made of the same buff running bond brick as the rest of the façade. All windows are double-hung with 6/1 lights, with the side projecting bay fenestration featuring tripartite windows with square terra cotta surrounds and the central paired windows accentuating a three-bayed façade organization. These subtle differences add visual interest to the façade projections and soften its mass by being replicated on each floor level. These Seymour Street multi-family apartment buildings, though simplistic on the surface, feature clear three-part vertical and horizontal divisions of façade area which serves to break down its boxy, rectangular mass into smaller focal points using unadorned architectural materials.

7.2.6 Building Basics: Site Surroundings

The streetwall on the north side of Bloomfield Avenue, directly across from the redevelopment area, is a good sample of Montclair's eclectic architecture, with buildings varying in both massing and style. Individually and in groups, the buildings provide lessons in how small and large design decisions impact our perception of coherence and discord in the streetscape.

Opposite the Kahn building, 395-401 Bloomfield Avenue is a one story brick building with a flat roof capped by a simple painted cornice. Brick piers separate the long building into four storefront bays which emulate the scale of some of the narrower adjacent buildings. In spite of its size, the building has an outsize presence due to the attention paid to brick pattern and detailing. (Figure 2.6-1)

The immediately adjacent buildings, 393 and 387

Bloomfield, form an odd couple with the former a boldly opaque 2-story structure and the latter a single story structure, albeit one whose smaller stature is accentuated by the sloping grade and a wide glass storefront. Materiality between these buildings varies from the aforementioned brick to concrete to painted wood paneling, and each building is very sparsely detailed. A series of awnings provides a general sense of continuity for the pedestrian but from afar, the contrast between the buildings is jarring.

East of 387 Bloomfield, a series of taller buildings face the former Social Security Administration building. 385 Bloomfield is two stories, but the succeeding three buildings, 381, 379, and 375-377 Bloomfield, each has three stories. (Figure 2.6-2) None of these buildings includes an awning similar to the preceding low structures, but assorted other strategies are used to create a human scale at the street level. Recessed entryways draw in pedestrians at three of the buildings, while two smaller awnings hang over both the commercial and residential entries to 381 Bloomfield Avenue flanking a large center picture window. Likewise, each building uses changes in material to differentiate between the building "base" and the stories above it, with stone or steel panels giving way to brick or stucco.

Each of the four buildings establishes a bottom-middle-top paradigm, aside from these material changes. A detailed cornice and pert pediment gracefully caps the building façade of 381. At 379 Bloomfield, a stepping and subtly sloping parapet performs its own cornice line caper. While 375-377 Bloomfield Avenue lacks the finesse of 381 and 379, its roof gable maintains the dynamic roof silhouette and strengthens the vertical orientation of its otherwise square building frontage.

Windows vary between standing in neat rows of single windows at 381 Bloomfield to two groups of triple-ganged windows at 385 and 379, to three bays of double-ganged windows at 375-377. Detailing around the windows at each building prevents this variation in window grouping from making the buildings seem incongruous. Each building has projecting stone sills, and head details ranging from keystone headers to brick or stone trim arches.

The north side of the intersection between Bloomfield Avenue and North Willow Street is flanked by a 1-story stucco structure and a 3-story building of equal glass bays divided by brick piers. The building on the northwest corner of the intersection, 369 Bloomfield Avenue, has one row of four large square picture windows with wood frames and a large, cartoonish coved cornice. At the midpoint of this row is a recessed entry door flanked by curved glass-block sidelights. A large awning and stepped roofline reinforce the central entry bay of this curious building. Prior to its current identity crisis, it led a life as an elegant and restrained example of Art Deco design. (Figures 2.6-3 and 2.6-4)

The building on the northeast corner, 367 Bloomfield Avenue, is larger than both the 1-story building to its west and the 2-story building immediately adjacent to the east. The building's third story is partly hidden behind a mansard roof with small punched through windows to help alleviate the height difference while also providing an interesting "top." The façade does not attempt to divide the base and middle of the building, with only a transom and additional window mullions differentiating floors, but a continuous steel tie-rod hung canopy provides a human scaled horizontal zone along both street fronts, counteracting the strong verticality of the brick piers. A kind of Neo-Industrial style, the building accomplishes a great deal with a minimum of fuss. (Figure 2.6-5)

7.2.7 Open Space

Montclair's Town Center has no dedicated open public assembly space, whether hardscaped (eg, paved plaza) or landscaped (eg, town green). While there is a short list of Town Center spaces that provide a facsimile of open public space, none are simultaneously publicly owned, continuously available, scaled to accommodate large gatherings and events, and fully protected from traffic on each side.

Crane Park at Lackawanna and the corner of Church Street and Bloomfield Avenue are perhaps the closest to providing open public assembly space. Landscaped with narrow paths, small lawn areas, numerous mature trees, and seating, Crane Park encourages quiet contemplation but is not well-suited to larger gatherings with a wider range of needs. (Figure 2.7-1)

At Church and Bloomfield, the depth of the sidewalk along Church Street provides limited space for regularly scheduled summer performances and holiday celebrations, between which outdoor café seating is hosted. However, while brick planters and foliage at the termination of Church Street help mitigate some street noise from Bloomfield Avenue, the space is not fully separated from the din of Six Corners. (Figures 2.7-2 and 2.7-3)

Since its redevelopment, South Park Street similarly is used as public space, both at regular intervals, such as weekly summer farmer's markets, and more widely spaced special occasions, such as the fair organized for Super Bowl weekend in 2014. Large planters with built-in seating, similar to those along Church Street, provide settings for small group gatherings. The street's primary function nonetheless remains a vehicular throughway, and thus South Park Street can only intermittently be considered a fully protected public space. (Figure 2.7-4)

Outdoor courts on or near Bloomfield Avenue exist and satisfy a particular need, albeit in semi-private settings. Cuban Pete's, Just Jakes and Thai Chef offer three examples of the comfort an enclosed open-air public space. Such spaces are human-scaled and protected from street noise as well as wind. These separations are provided by locating the space away from the street, accessible via a decorated alley at Cuban Pete's, beyond a simple fence at Just Jake's, and on the other side of a low wall at Thai Chef. (Figures 2.7-5 and 2.7-6)

In aggregate, sidewalks constitute the largest public gathering spaces within Montclair. While these shared spaces are supplemented at Church Street and South Park Street with wider sidewalks and planter seating, they inevitably make for awkward meeting and dining locations along a loud and busy Bloomfield Avenue, the Township's main vehicular thoroughfare.

The creation of a dedicated Public Plaza, one available for free use as well as programmed arts and entertainment events, would bring to Montclair's Town Center – and to the Township as a whole – a generous civic space commensurate with the Township's identity as an exceptional New Jersey destination: a place where people of all kinds can gather safely and in large numbers to commune, to contemplate, to entertain, and be entertained.

7.2.8 Parking

Montclair's Town Center is currently home to several public surface parking lots and public structured parking decks, spaced somewhat evenly along the length of Bloomfield Avenue. Surface lots provide a public amenity without impeding on light and air available in the streets, but are inferior to parking structures with regard to the number of parking spots provided. Surface lots also introduce large breaks in the Town Center streetwall, a condition that is unfriendly to the pedestrian experience and walkable community. (Figure 2.8-1) For these reasons, the Township's Master Plan and recent developments have focused on providing more parking through structured parking, including the Bay Street Deck, the Crescent Deck, and the newly expanded parking structure at Orange Road.

Designing structured parking decks presents specific design challenges. The North Fullerton Deck and the Crescent Deck offer an instructive comparison, highlighting what is successful and should be emulated by future designs. Foremost, the two lots vary greatly in terms of access and siting.

The North Fullerton Deck is accessed at two ends, at Park Street and North Fullerton Avenue. Both access points are close to Bloomfield Avenue, which has led to inevitable traffic conflicts. (Figures 2.8-2 and 2.8-3) The Crescent Deck, conversely, is located a block away from Bloomfield Avenue and has its own dedicated right-of-way approach, resulting in more free-flowing traffic patterns. (Figure 2.8-4)

The Crescent Deck is also a free-standing structure, as compared to the North Fullerton Deck, which is sandwiched between the rear, loading side of Bloomfield Avenue buildings and the YMCA. With façade exposure on four sides and generous floor to floor heights, the Crescent Deck allows light and air to penetrate deep into the structure, creating an airy and open feeling throughout. A perimeter of large openings frame views to neighboring buildings, providing a sense of orientation and safety.

The Crescent Deck weaves neatly into the existing built context, basing its mass, style and material palette on neighboring structures, most skillfully along its public frontage on The Crescent. (Figure 2.8-5 and 2.8-6) Compared to the minimal, older design of the North Fullerton Deck, perhaps intended to disappear into its setting, the more recently built Crescent Deck, which nonetheless incorporates modern building systems and material detailing, comes across as the more comfortable, compatible member of its historic setting.

In future development on smaller or irregular sites, where parking structures must be designed to accommodate an increase in on-site parking and sit beside, behind or below new occupied construction, the lessons of the Crescent and North Fullerton Decks will apply but must be supplemented with new strategies to ensure the decks remain inviting conveniences and not intrusions in the Town Center landscape.

C. Traffic Engineering Evaluation (including Figures and Tables)

TRAFFIC ENGINEERING EVALUATION

SEYMOUR STREET REDEVELOPMENT PLAN
BLOCK 3105, LOTS 1, 2, and 9
BLOCK 3106, LOTS 10, 10.01, 13 and 17
TOWNSHIP OF MONTCLAIR
ESSEX COUNTY, NEW JERSEY

Prepared for:

Township of Montclair

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June 10, 2016

KLEIN
TRAFFIC CONSULTING, LLC

INTRODUCTION

The purpose of this Traffic Engineering Evaluation is to assess the traffic impacts associated with the redevelopment of the subject property known as Seymour Street Redevelopment Plan, Block 3105, Lots 1, 2, and 9; and Block 3106, Lots 10, 10.01, 13 and 17 located in the Township of Montclair, Essex County. This plan focuses on the redevelopment of the subject area into an Arts and Entertainment District. Block 3105 currently or formerly accommodated the Somerset Tire Services, Inc., and the Social Security Administration office. Adjacent to the Wellmont Theater within Block 3106 are two parking lots and a mixed-use retail building. Proposed access to Block 3105 or the East Parcel, would be provided by one, two-way driveway along South Willow Street. Proposed access to Block 3106, or the West Parcel, would be provided by one, two-way driveway on South Fullerton Avenue. The East Parcel contains approximately 1.49 acres with approximately 208 feet of frontage along the south side of Bloomfield Avenue, approximately 250 feet of frontage along the west side of South Willow Street. The West Parcel contains approximately 2.65 acres with approximately 155 feet of frontage on the south side of Bloomfield Avenue. In addition to the Seymour Street Redevelopment Plan, the Midtown Parking Plaza would be reconstructed to provide 310 parking spaces in a new parking structure.

This analysis evaluates the traffic impacts of a preliminary conceptual plan for the redevelopment of the area provided by the owner of the Wellmont Theater and Social Security Building, as well as the construction of a parking garage at the Midtown Parking Plaza. The actual build-out is subject to modification in accordance with the standards set forth in the Seymour Street Redevelopment Plan.

On the East Parcel, the proposal is to demolish all the structures and construct approximately 200 apartments with 235 parking spaces for the residents only and approximately 45,000 square feet of retail, office and/or arts and entertainment space. The site would provide a mix of one bedroom units, two-bedroom units and studio units. One, two-way driveway is proposed to access the site via South Willow Street.

On the West Parcel, with the exception of the Wellmont Theater and the existing mixed-use building, the proposal is to demolish all of the structures on the site and construct approximately 30,000 square feet of office space and 210 parking spaces in structure and 50 surface parking spaces. One, two-way driveway is proposed on South Fullerton Avenue. The location of the project site is illustrated in Figure 1 Location Map.

The Midtown Parking Plaza would be reconstructed to a parking deck and would provide 310 parking spaces; an increase of 225 parking spaces from 85 parking spaces.

EXISTING CONDITIONS

The Seymour Street Redevelopment area is located on the south side of Bloomfield Avenue, between South Fullerton Avenue and South Willow Street. The redevelopment area is occupied by the Wellmont Theater, a retail building, Somerset Tire Services, Inc., the Social Security Administration building, and several parking lots. The surrounding properties generally consist of a mix of commercial and residential uses.

The adjacent roadways serving the redevelopment area are described as follows:

Bloomfield Avenue (CR 506) is categorized as an Urban Principal Arterial and is under the jurisdiction of the County of Essex. Bloomfield Avenue is oriented in an east-west direction, extending between Route 7, Washington Avenue in Belleville Township, Essex County in the east and Route 46 in Fairfield Borough, Essex County to the west. In the vicinity of the proposed redevelopment area, Bloomfield Avenue provides a four-lane cartway with parking on both sides of the street and sidewalks on both sides of the street. The posted speed limit is 25 miles per hour (MPH).

Willow Street is a local street under the jurisdiction of the Township of Montclair. There are sidewalks on both sides of the street. Adjacent to the subject site, parking is prohibited on both sides of the street. Willow Street is a two-way street. The posted speed limit is 25 miles per hour (MPH).

Fullerton Avenue is a local street under the jurisdiction of the Township of Montclair. There are sidewalks on both sides of the street and parking is permitted on the west side of the street. Fullerton Avenue is a two-way street. The posted speed limit is 25 miles per hour (MPH).

Church Street is a local street under the jurisdiction of the Township of Montclair. There are sidewalks on both sides of the street and parking is permitted on the west side of the street. Church Street is a one-way southbound street. The posted speed limit is 25 mile per hour (MPH).

Seymour Street is a local street under the jurisdiction of the Township of Montclair. Seymour Street is one-way southbound from Bloomfield Avenue toward Roosevelt Place. There are sidewalks on both sides of the street and parking is permitted on the east side of the street. The posted speed limit is 25 mile per hour (MPH).

Glenridge Avenue is a local street under the jurisdiction of the Township of Montclair. Glenridge Avenue is one way west and south from Forest Street toward Bloomfield Avenue. There are sidewalks on both sides of the street and parking is permitted on both sides of the street. The posted speed limit is 25 mile per hour (MPH).

Roosevelt Place is a local street under the jurisdiction of the Township of Montclair. There are sidewalks on both sides of the street and parking is permitted on the south side of the street. The posted speed limit is 25 mile per hour (MPH).

Forest Street is a local street under the jurisdiction of the Township of Montclair. There are sidewalks on both sides of the street and parking is permitted on both sides of the street. The posted speed limit is 25 mile per hour (MPH).

Studied Intersections

At the signalized intersection of Willow Street with Bloomfield Avenue, Bloomfield Avenue provides two eastbound lanes and two westbound lanes. Left and right turns from Bloomfield Avenue are permitted at Willow Street. Both approaches of Willow Street provide a single shared left/through/right lane approach to Bloomfield Avenue. The intersection is controlled by a pre-timed, two-phase, traffic signal with a 90-second background cycle. The signal provides accommodations for pedestrian phases.

At the signalized intersection of Fullerton Avenue/Church Street with Bloomfield Avenue, Bloomfield Avenue provides two eastbound lanes and two westbound lanes. Left turns from Bloomfield Avenue are prohibited onto Fullerton Avenue and onto Church Street. Both approaches of Fullerton Avenue provide a single shared left-through-right lane approach to Bloomfield Avenue. Church Street is oriented one-way, southbound away from Bloomfield Avenue. The intersection is controlled by a pre-timed, two-phase, traffic signal with a 90-second background cycle. The signal provides accommodations for pedestrian phases.

At the signalized intersection of Glenridge Avenue with Bloomfield Avenue, Bloomfield Avenue provides two eastbound lanes and two westbound lanes. Glenridge Avenue provides an exclusive left turn and an exclusive right turn lane. Glenridge Avenue is a one-way southbound street with sidewalks and parking on both sides of the street. The intersection is controlled by a pre-timed, two-phase, traffic signal with a 90-second background cycle. The signal provides accommodations for pedestrian phases.

Under the Redevelopment Plan, in the proposed condition, Seymour Street would be permanently closed to vehicular traffic at Bloomfield Avenue. This permanent closure of Seymour Street would emulate the temporary closure of Seymour Street during Wellmont shows and events. Currently, when Seymour Street is closed, local residents' traffic must access Seymour Street through the Fullerton and Willow parking lots. The traffic that currently accesses Seymour Street from Bloomfield Avenue would be shifted to South Willow Street and South Fullerton Avenue. Under the Redevelopment Plan, Seymour Street would be designed with a cul-de-sac at the new plaza in front of the Wellmont Theatre and Seymour Street would be a two-way street between Roosevelt Place and the cul-de-sac. The two-way traffic flow would provide access to Seymour Street for local deliveries and for access to the new parking

structure for those residents with a parking permit. Under the Redevelopment Plan, traffic entering and exiting the East Parcel would be limited to residential traffic associated with the 200 apartment units. There will no longer be traffic associated with the Wellmont Theatre entering or exiting on South Willow Street.

At the unsignalized intersection of North Willow Street with Glenridge Avenue, North Willow Street is STOP controlled. Each approach has a shared left/through/right turn lane. There are decorative, marked crosswalks across all four legs of the intersection.

At the unsignalized intersection of Glenridge Avenue with Forest Street, Forest Street is STOP controlled. Glenridge Avenue accommodates two-way traffic flow east Forest Street and one-way westbound/southbound traffic flow west of Forest Street toward Bloomfield Avenue.

East of Forest Street, the Midtown Parking Plaza has a one-way exit driveway, wide enough for an exclusive left turn lane and an exclusive right turn lane. West of Forest Street, the Midtown Parking Lot has a two-way driveway. Due to the one-way configuration of Glenridge Avenue, the west driveway accommodates left turns in and left turns out of the Midtown Parking Plaza.

Mass Transit

There is a bus stop on Bloomfield Avenue at Seymour Street and Willow Street with service to Newark Hill Street (#11, 28 and 29) and service to Newark Penn Station (#34). With frequencies of 4 to 6 times per hour during the peak commuting hours, bus service is an attractive alternative to individual automobile ownership. However, to be conservative, no adjustment has been made to the trip generation to account for high mass transit usage.

Existing Traffic Volumes

Intersection turning movement counts were gathered from previous studies and were conducted at the studied intersections of Willow Street with Bloomfield Avenue, Seymour Street with Bloomfield Avenue and Fullerton Avenue/Church Street with Bloomfield Avenue to measure peak period traffic volumes adjacent to the subject development site. These traffic counts were conducted during the AM peak period (7:00 AM to 9:00 AM), during the PM peak period (5:00 PM to 7:00 PM) on Tuesday, February 2, 2016 and on Saturday, January 30, 2016 from 11:30 AM to 1:30 PM. Additionally, traffic turning movement counts were collected at the intersections of Glenridge Avenue with Forest Street, Midtown Parking Lot and North Willow Street. The traffic peak hours were determined to be 7:30 AM to 8:30 AM, 5:30 PM to 6:30 PM for the weekday and 12:30 to 1:30 PM on Saturday. These traffic volumes are also included in Figures 2-A 2016 Existing AM Peak Hour Traffic Volumes, 2-B 2016 Existing PM Peak Hour Traffic Volumes and 2-C 2016 Existing Saturday Peak Hour. A summary of the intersection count data is provided in Appendix I Traffic Counts.

Capacity Analysis

The observed AM, PM and Saturday peak hour volumes for the year 2016 existing traffic conditions were utilized to perform signalized and unsignalized capacity analyses at the studied intersections. The methodology found in Chapter 18, Signalized Intersections, Chapter 19, Two-Way Stop-Controlled Intersections, and Chapter 20, All-Way Stop-Controlled Intersections of the 2010 Highway Capacity Manual published by the Transportation Research Board was used in calculating the capacity of the intersections and yielding a level of service for the impeded traffic movements. Definitions of signalized and unsignalized levels of service are provided in Appendix II Level of Service Definitions.

We obtained the traffic signal timings for the studied intersections from Essex County. The results of the levels of service for the weekday AM, PM and Saturday peak hours are summarized in Table 1 Level of Service/Average Vehicle Delay Comparison – Existing and No Build Conditions. The existing AM, PM and Saturday peak hour traffic conditions, presented in the first set of columns, operate at acceptable Levels of Service (LOS) E or better at the studied intersections. The capacity analysis worksheets are provided in Appendix III Capacity Analyses.

DEVELOPMENT PROPOSAL

The proposed redevelopment consists of the construction of approximately 200 apartments with approximately 235 parking spaces in a parking garage and 50 surface parking spaces and 45,000 square feet of non-residential space in the East Parcel and 30,000 square feet of office space with 210 parking spaces in the West Parcel. Access to the proposed redevelopment will be provided by two driveways, one on South Fullerton Street and one on South Willow Avenue.

In addition, the construction of a parking structure at the Midtown Parking Lot would expand the parking supply from 85 parking spaces to 310 parking spaces.

Trip Generation

According to the Trip Generation Manual, 9th Edition published by the Institute of Transportation Engineers, mid-rise apartments (rental dwelling units) are located in rental buildings that have 3 to 5 levels (floors). Trip generation for the proposed 200-unit, residential building was calculated using the current Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). Table 2 Trip Generation Summary, summarizes the trip generation for the proposed 200 apartment units and 45,000 square feet of retail and/or arts space in the East Parcel and 30,000 square feet of office space in the West Parcel.

Trip generation characteristics of the retail portion of the redevelopment include primary trips, pass-by trips and internal capture trips. Primary trips are made for the specific purpose of visiting the generator. A primary trips is a vehicle making a special trip to the retail use. A pass-

by trip is made as intermediate stops on the way from an origin to another primary trip destination without a route diversion. While the internal capture rate is the percentage reduction applicable to the trip generation estimates for individual land uses within a multi-use site, to account for internal trips at the site. The pass-by trip percentage is calculated based on the square footage of retail space. Internal capture rates are calculated based on the amount of square footage and number of residential units. Trip Generation Handbook, Second Edition provides statistics for unconstrained internal capture rates for trip origins and trip destinations. These statistics are used to calculate the internal capture rates between the various uses within the proposed redevelopment area. Table 2 summarizes the primary trips, pass-by trips, and internal capture trips for the AM peak hour, PM peak hour and Saturday peak hours.

In order to account for the traffic associated with the expansion of the Midtown Parking Plaza by 225 parking spaces (from 85 parking spaces to 310 parking spaces), we multiplied the existing AM, PM and Saturday peak hour traffic volumes entering and exiting the Midtown Parking Plaza by a factor of 2.6, which is the ratio of the additional parking spaces (310-85) over the exiting parking spaces (85). Then we added those values to the future No-Build AM, PM and Saturday peak hour traffic volumes to estimate the future Build condition with 310 parking spaces at the Midtown Parking Deck.

YEAR 2019 NO-BUILD CONDITIONS

The build out year of the proposed development has been established as the Year 2019. This future build out year of 2019 is used to assess future conditions without and with the proposed development. Background growth rates, taken from the NJDOT Annual Growth Rate Table, were used to determine future traffic volumes that would be expected in 2019. We have used the published NJDOT growth rates to account for potential growth within the study period. An annual growth rate of 2.0 percent per year was used for an Urban Principal Arterial roadway in Essex County. The Future No-Build traffic volumes are illustrated in Figures 3-A Future No Build AM Peak Hour Traffic Volumes, 3-B Future No Build PM Peak Hour Traffic Volumes and 3-C Future No-Build Saturday Peak Hour Traffic Volumes.

Capacity analyses were performed at the studied intersections for the Future No-Build condition based upon the volumes shown in Figures 3-A, 3-B and 3-C. The resulting levels of service for the 2019 No-Build AM, PM and Saturday peak hours are generally unchanged with little or no changes in the levels of service. There are generally low increases in the average delay per vehicle, which indicates a negligible change in the operating levels of the studied intersections. In the PM peak hour, the northbound approach of South Fullerton Avenue would have an increase in average vehicle delay of 10 seconds, but would still operate at a LOS E. All other traffic movements would operate at acceptable LOS D or better. Table 1 summarizes and shows a side by side comparison of the levels of service and average vehicle delay of the 2016 Existing and the 2019 No Build studied intersection analyses.

YEAR 2019 BUILD CONDITIONS

Table 2 Trip Generation, summarizes the calculated trips for the proposed 200 apartments, 45,000 square feet of retail space and 30,000 square feet of office space for the AM, PM and Saturday peak hours. This additional traffic is distributed to the studied intersections. The majority of traffic is distributed to and from Bloomfield Avenue and then distributed along Bloomfield Avenue. The trip distribution is illustrated in Figures 4-A, 4-B and 4-C Trip Distribution percentages for the AM, PM and Saturday peak hours, respectively.

The site generated traffic summarized in Table 2 was distributed across the studied intersections based on the distribution percentages shown in Figures 4-A, 4-B and 4-C and presented in Figures 5-A, 5-B and 5-C Site Generated Vehicle Trips. We also included the traffic associated with the expanded Midtown Parking Deck in Figures 4-A, 4-B and 4-C. The site generated traffic volumes presented in Figures 5-A, 5-B and 5-C were added to the Future No-Build traffic volumes presented in Figures 4-A, 4-B and 4-C to yield the traffic volumes illustrated in Figures 6-A, 6-B and 6-C Future Build Traffic Volumes for the AM, PM and Saturday peak hours, respectively.

It should be noted that this traffic analysis is conservative in that no traffic was distributed to or from Seymour Street, all the traffic to and from the West Parcel was distributed to South Fullerton Street, which is conservative. If traffic were permitted to access the West Parcel via Seymour Street, then there were be less of a traffic impact on South Fullerton Street. However, the formal Traffic Engineering Evaluation of the Redevelopment Plan at Planning Board application should address the traffic impacts of access between Seymour Street and the West Parcel.

As shown in Table 3 Level of Service/Average Vehicle Delay – No Build and Build Conditions, there is no change in the levels of service between the Year 2019 No Build condition and the Year 2019 Build condition for the studied intersections. The increase in average delay is generally less than ten seconds and result in no changes to the level of service. Generally, these impacts are negligible and will not be apparent to the motorists traveling through either intersection. However, the northbound approach of South Fullerton Avenue would have increases in average vehicle delay and change from LOS E to LOS F in the PM peak hour. In the AM peak hour, the northbound approaches of South Fullerton Avenue would have an increase in average vehicle delay of 20 seconds and changes from LOS D to LOS E. The southbound approach of North Fullerton Avenue would have an increase of 35 seconds of average delay and a change from LOS D to LOS E.

The results of the analyses of the intersection of Glenridge Avenue with North Willow Street resulted in a LOS F for northbound approach of North Willow Street.

Traffic Mitigation Improvements

Table 4 Level of Service/Average Vehicle Delay – No-Build and Build Condition with Mitigation summarizes the results of the intersection analyses with adjustments to the traffic signal timing. The adjustment was to take 4 seconds of green time from Bloomfield Avenue and allocate it to Fullerton Avenue. However, the timing adjustment may need to be applied to all the traffic signals along Bloomfield Avenue due to the current synchronization of the traffic signals on Bloomfield Avenue. These mitigation measures will require coordination and permission from the County. An alternative to the timing adjustment might include a split phase traffic signal operation, where North Fullerton Avenue has an exclusive green phase and then South Fullerton Avenue has an exclusive green phase. Also, the need for these mitigation measures is based upon the preliminary conceptual redevelopment plan. Additional traffic studies by Essex County will be performed to determine the extent of the improvements to North/South Fullerton Avenue intersection and whether the intersection with Glenridge Avenue will be impacted by the operational improvements. The actual impacts would be addressed in the final site plan approval process.

The mitigation measure for the poor operation of the intersection of Glenridge Avenue with North Willow Street would be an all-way stop controlled intersection. Table 4 shows that the Level of Service is improved to acceptable LOS C or better with an all-way stop operation.

CONCLUSIONS

Based upon our data collection efforts, analyses and evaluations, it is our professional opinion that the traffic generated by the proposed 200-units of apartments with 45,000 square feet of retail space, 30,000 square feet of office space and the expansion of the Midtown Parking Deck would have an impact on traffic conditions during the weekday AM and PM weekday peak hour of commuter traffic and the Saturday midday peak hour. However, traffic signal operational improvements at the signalized intersection of North and South Fullerton Avenue with Bloomfield Avenue, and traffic operational improvements at the two-way, stop-controlled intersection of Glenridge Avenue with North Willow Street would be required to mitigate the traffic impacts of the proposed development.

The foregoing is a true representation of my findings.

LEE D. KLEIN, P.E., PTOE
Professional Engineer License No. 37104
Professional Traffic Operations Engineer 1627

FIGURES AND TABLES

Figure 1 – Location Map
Figure 2 – 2016 Existing Peak Hour Traffic Volumes
Figure 3 – Future No-Build Traffic Volumes
Figure 4 – Trip Distribution
Figure 5 – Site Generated Trips
Figure 6 – Future Build Traffic Volumes

Table 1 – LOS/Average Vehicle Delay Comparison - Existing versus No-Build
Table 2 – Trip Generation Summary
Table 3 – LOS/Average Vehicle Delay Comparison - No-Build versus Build
Table 4 – LOS/Average Vehicle Delay Comparison - No-Build versus Build with Mitigation

SUMMARY OF CONCEPTUAL DEVELOPMENT PLAN | SEYMOUR STREET REDEVELOPMENT PLAN | Phillips Preiss Grygiel LLC 2016

FIGURE 2 - A 2016 EXISTING AM PEAK HOUR TRAFFIC VOLUMES
SEYMOUR STREET REDEVELOPMENT PLAN

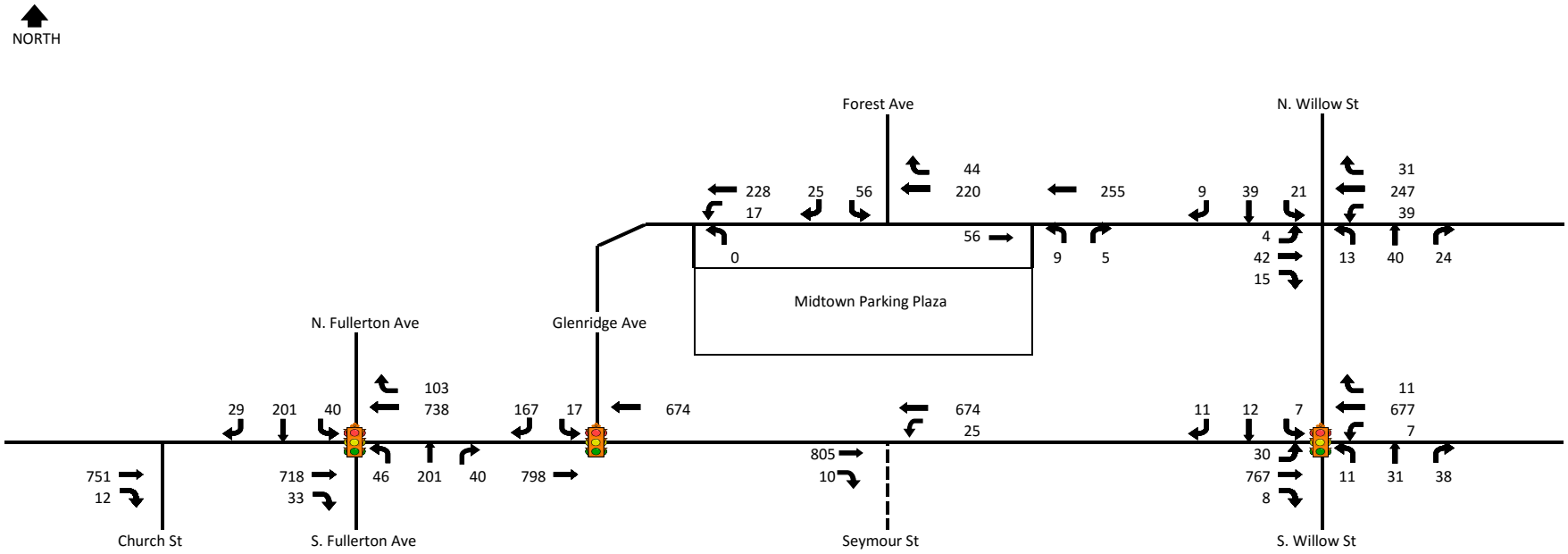


FIGURE 2 - B 2016 EXISTING PM PEAK HOUR TRAFFIC VOLUMES
SEYMOUR STREET REDEVELOPMENT PLAN

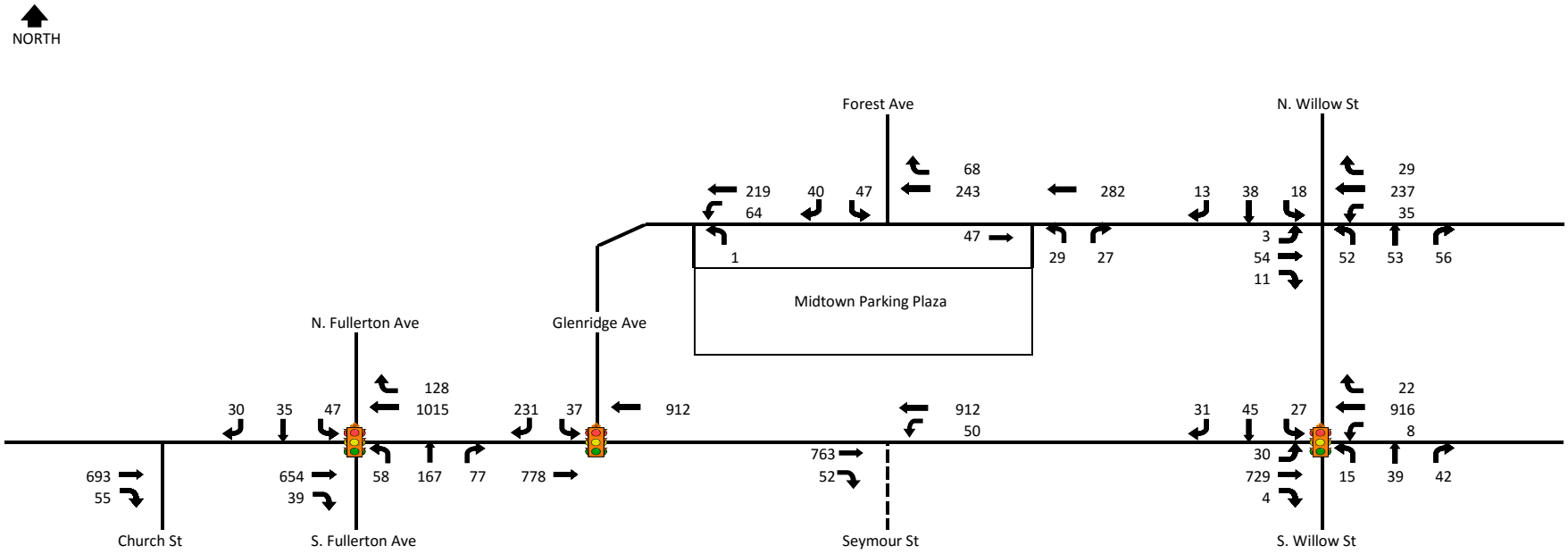


FIGURE 2 - C 2016 EXISTING SATURDAY PEAK HOUR TRAFFIC VOLUMES
SEYMOUR STREET REDEVELOPMENT PLAN

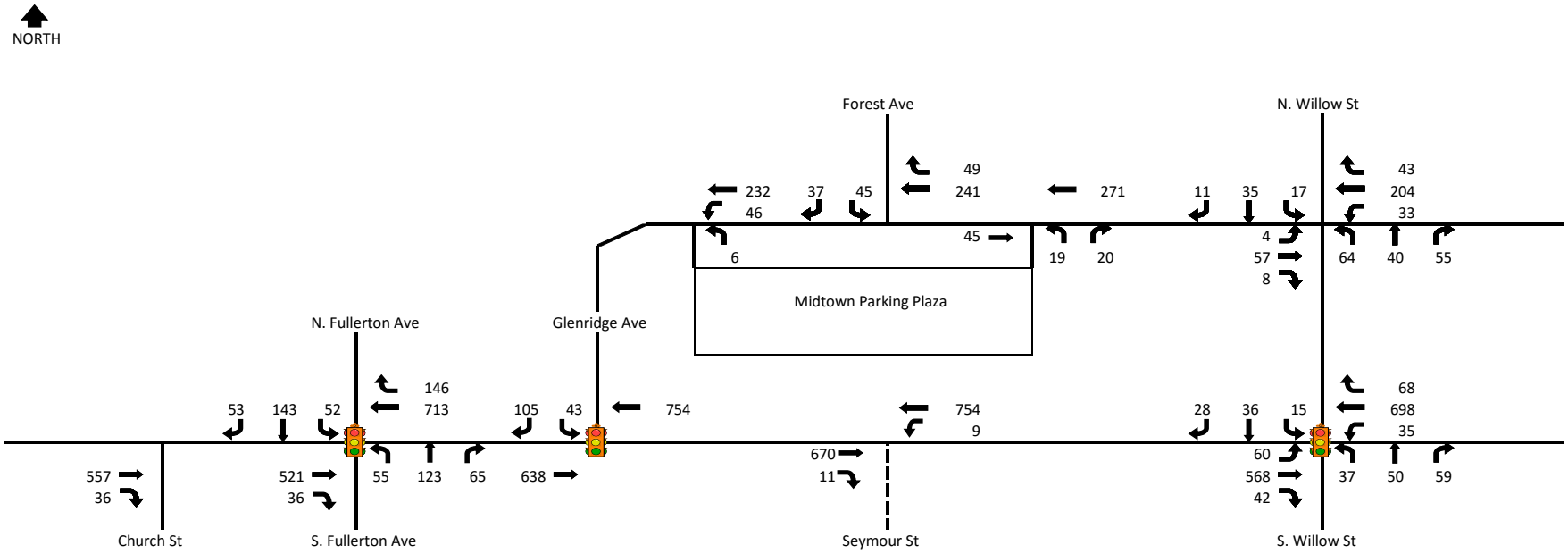


FIGURE 3 - A FUTURE NO-BUILD AM PEAK HOUR TRAFFIC VOLUMES
SEYMOUR STREET REDEVELOPMENT PLAN

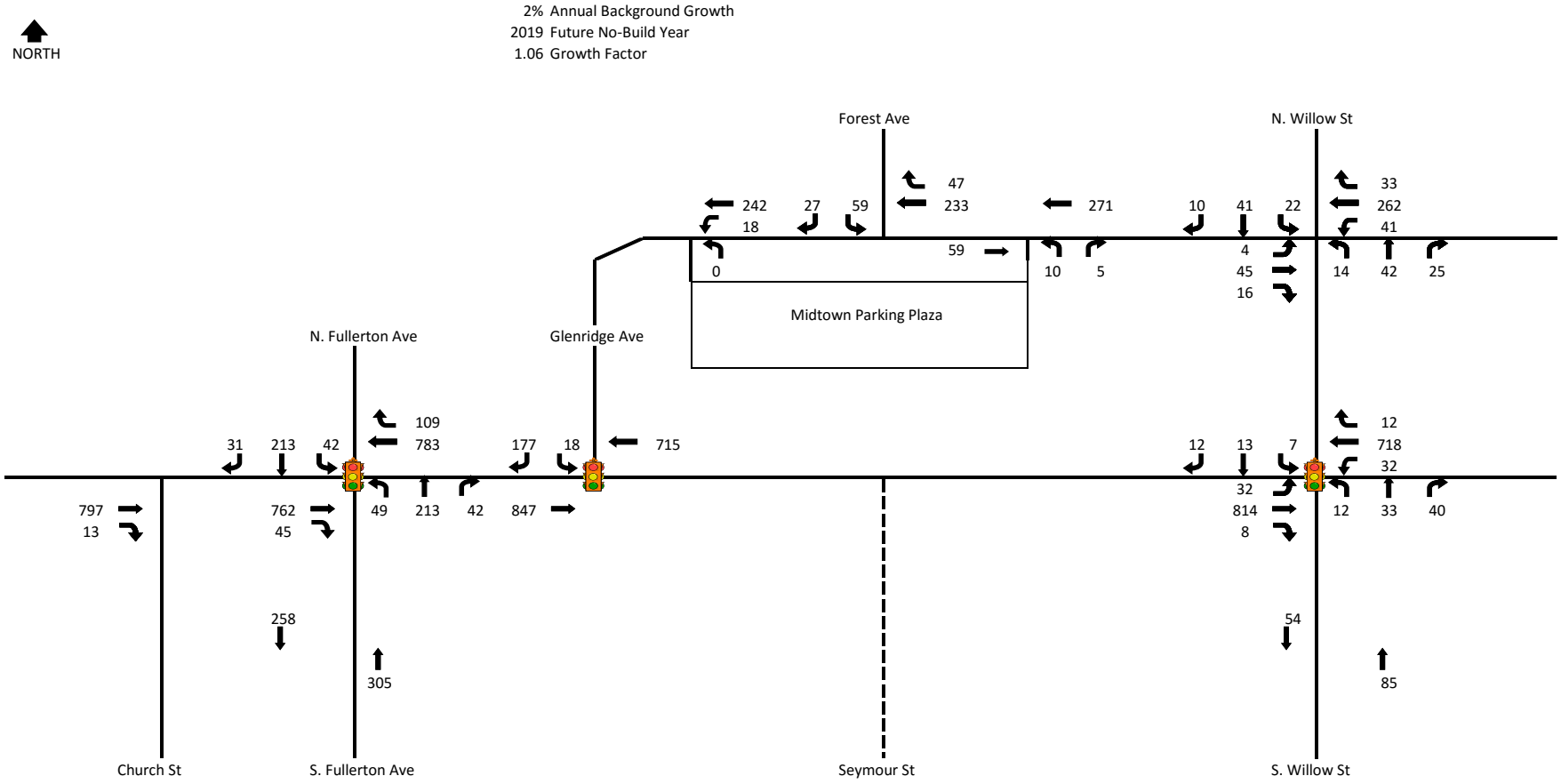


FIGURE 3 - B FUTURE NO-BUILD PM PEAK HOUR TRAFFIC VOLUMES
SEYMOUR STREET REDEVELOPMENT PLAN

2% Annual Background Growth
2019 Future No-Build Year
1.06 Growth Factor

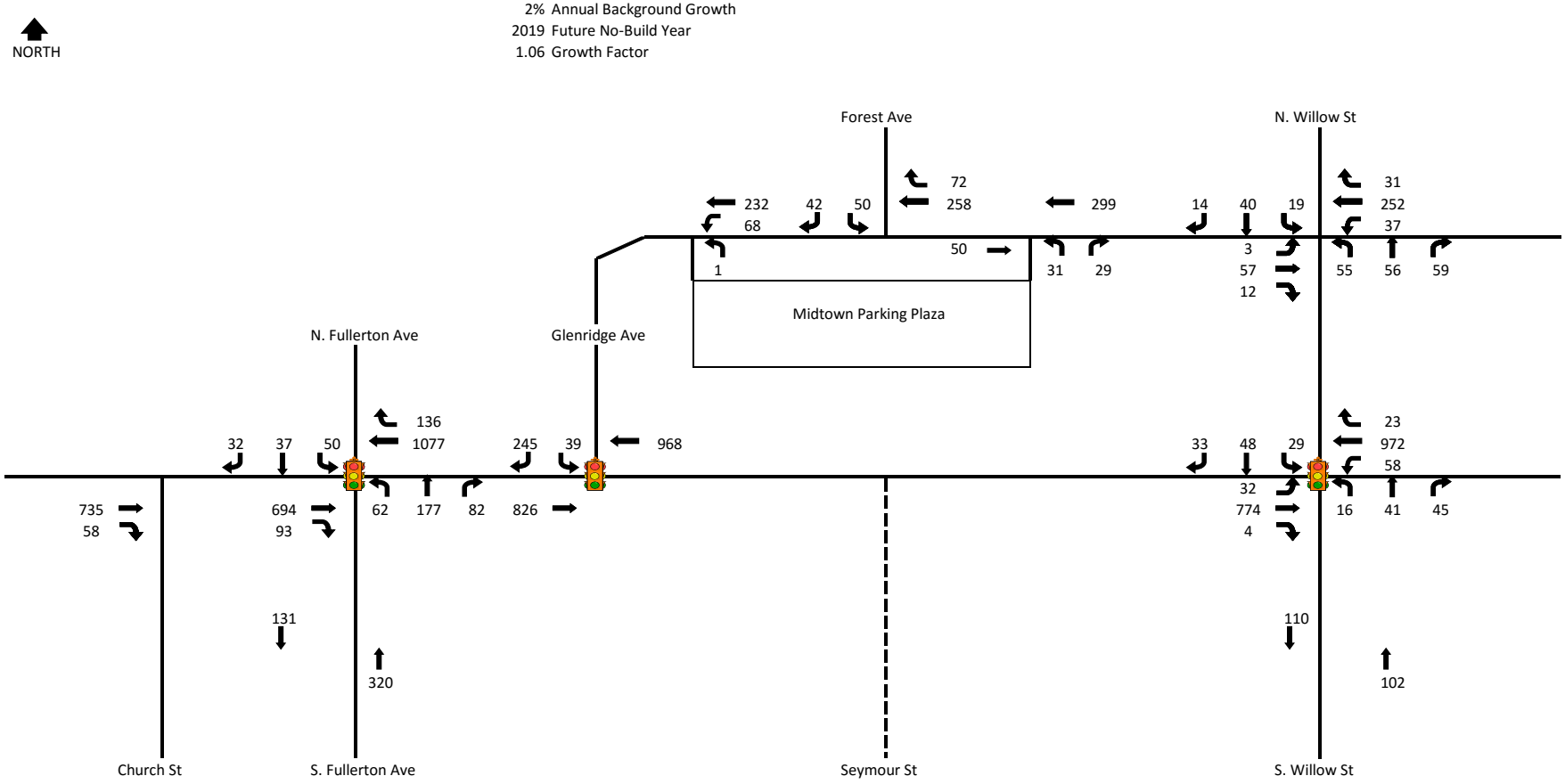


FIGURE 3 - C FUTURE NO-BUILD SATURDAY PEAK HOUR TRAFFIC VOLUMES
SEYMOUR STREET REDEVELOPMENT PLAN

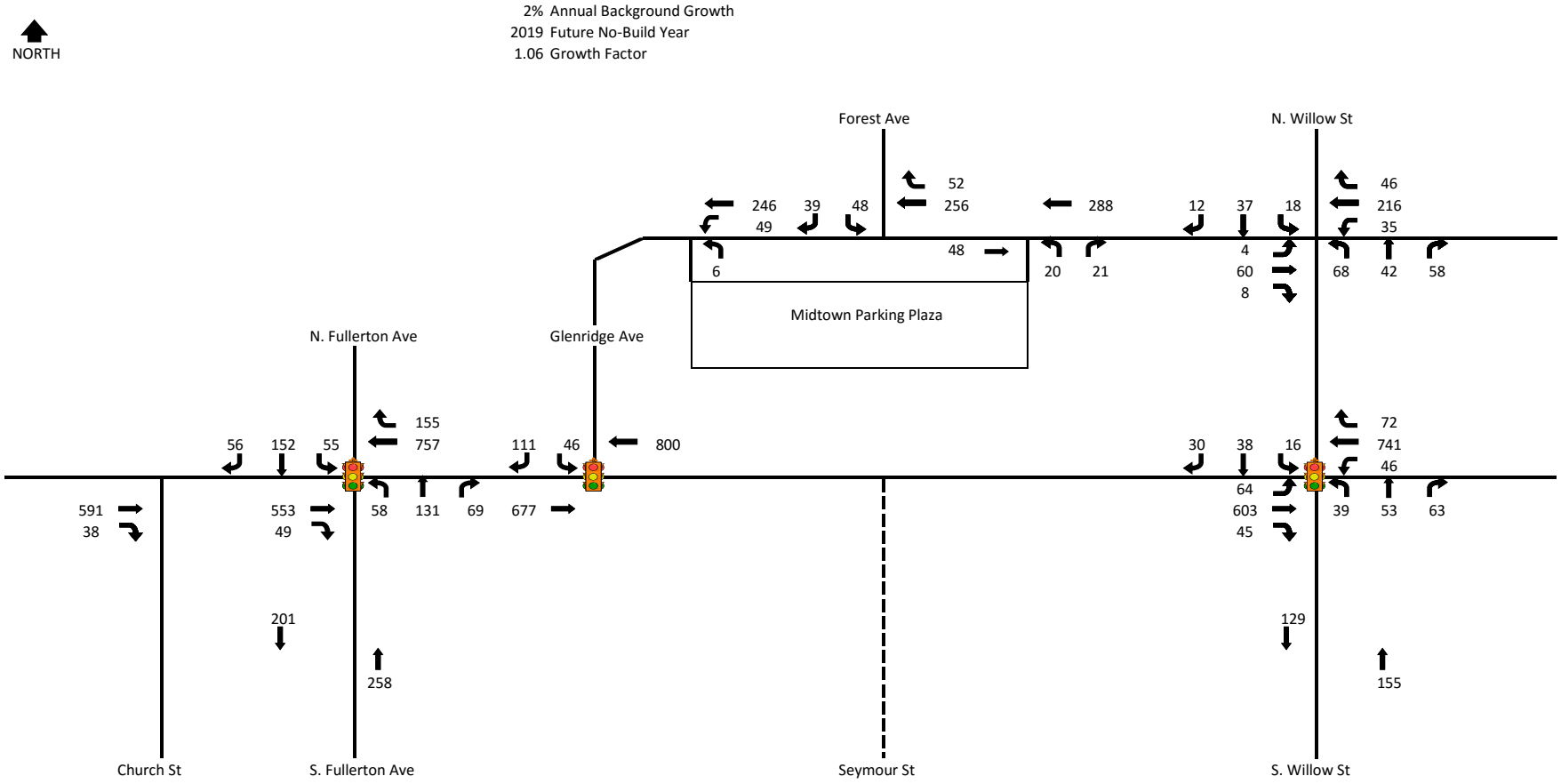


FIGURE 4 - A AM PEAK HOUR SITE TRIP DISTRIBUTION
SEYMOUR STREET REDEVELOPMENT PLAN

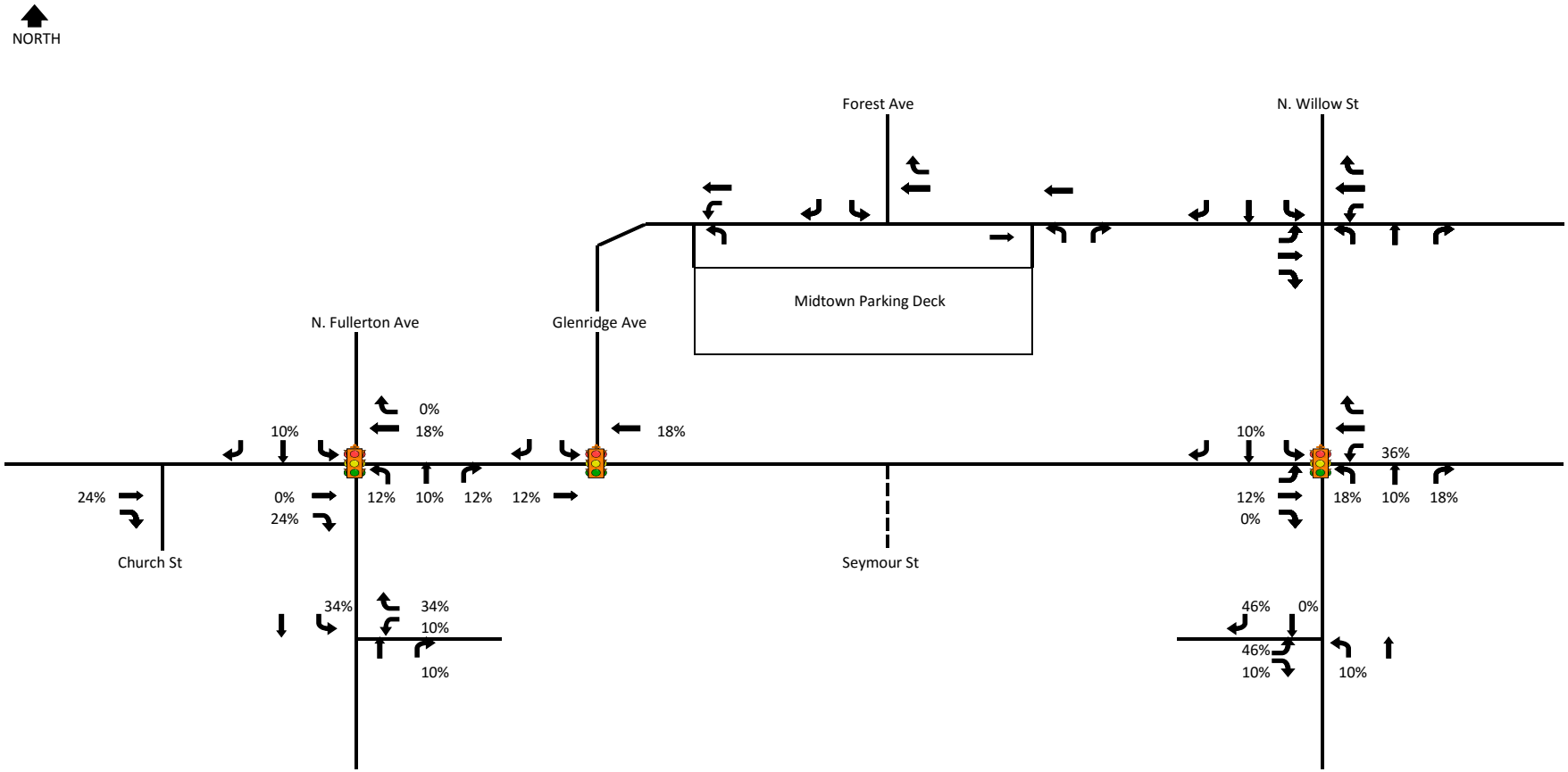


FIGURE 4 - B PM PEAK HOUR SITE TRIP DISTRIBUTION
SEYMOUR STREET REDEVELOPMENT PLAN

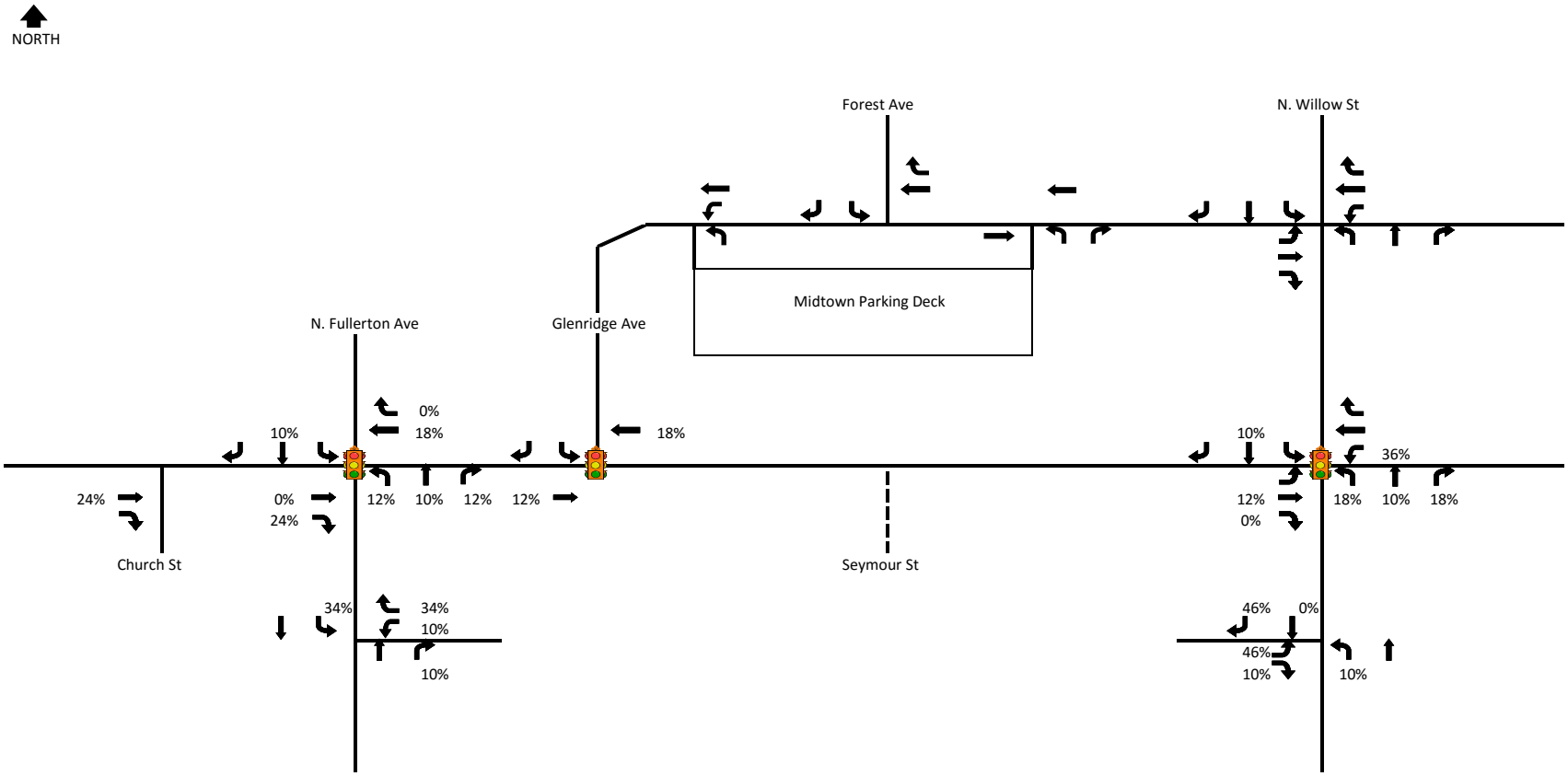


FIGURE 4 - C SATURDAY PEAK HOUR SITE TRIP DISTRIBUTION
SEYMOUR STREET REDEVELOPMENT PLAN

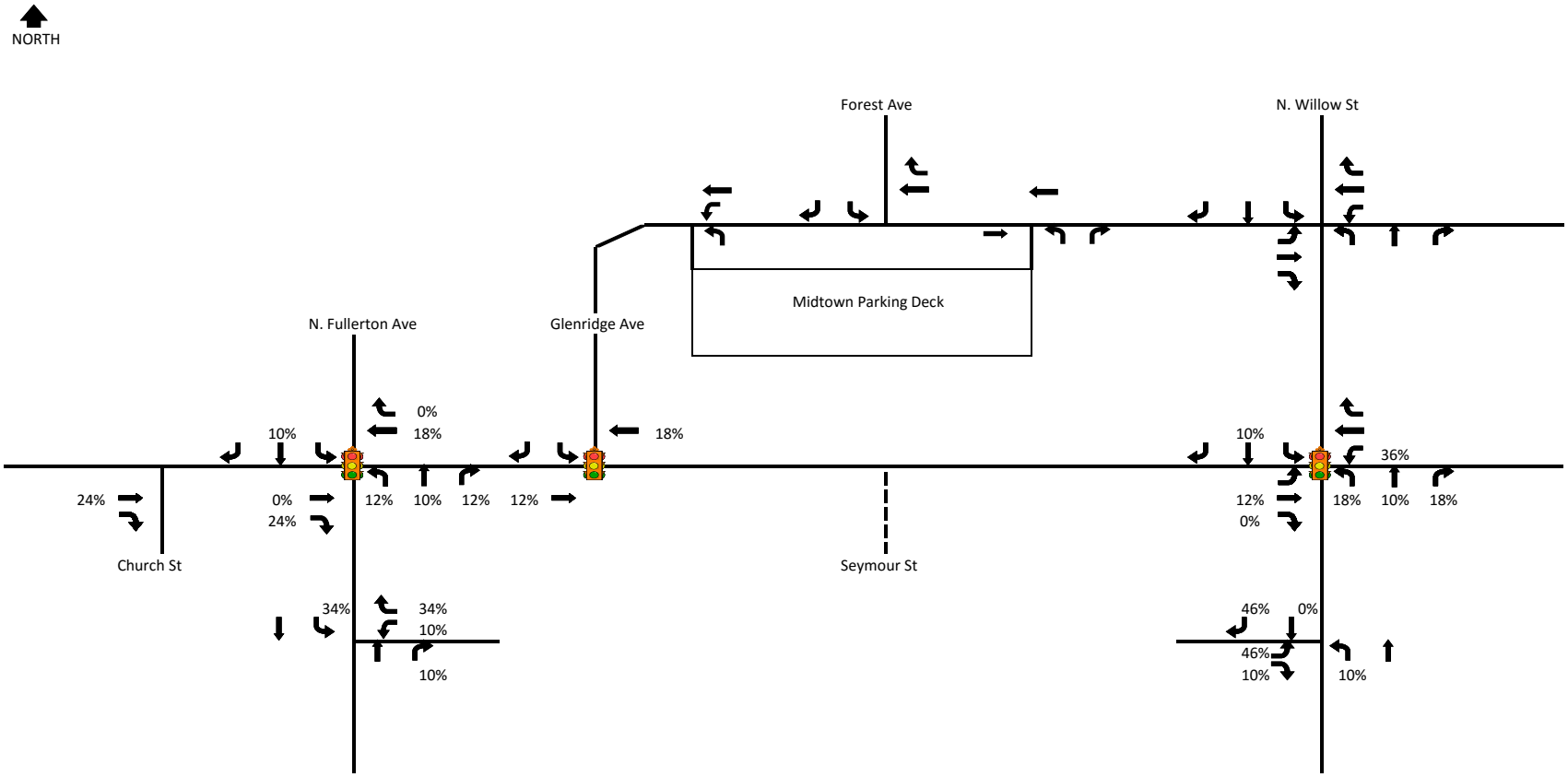


FIGURE 5 - A AM PEAK HOUR SITE GENERATED TRIPS
SEYMOUR STREET REDEVELOPMENT PLAN

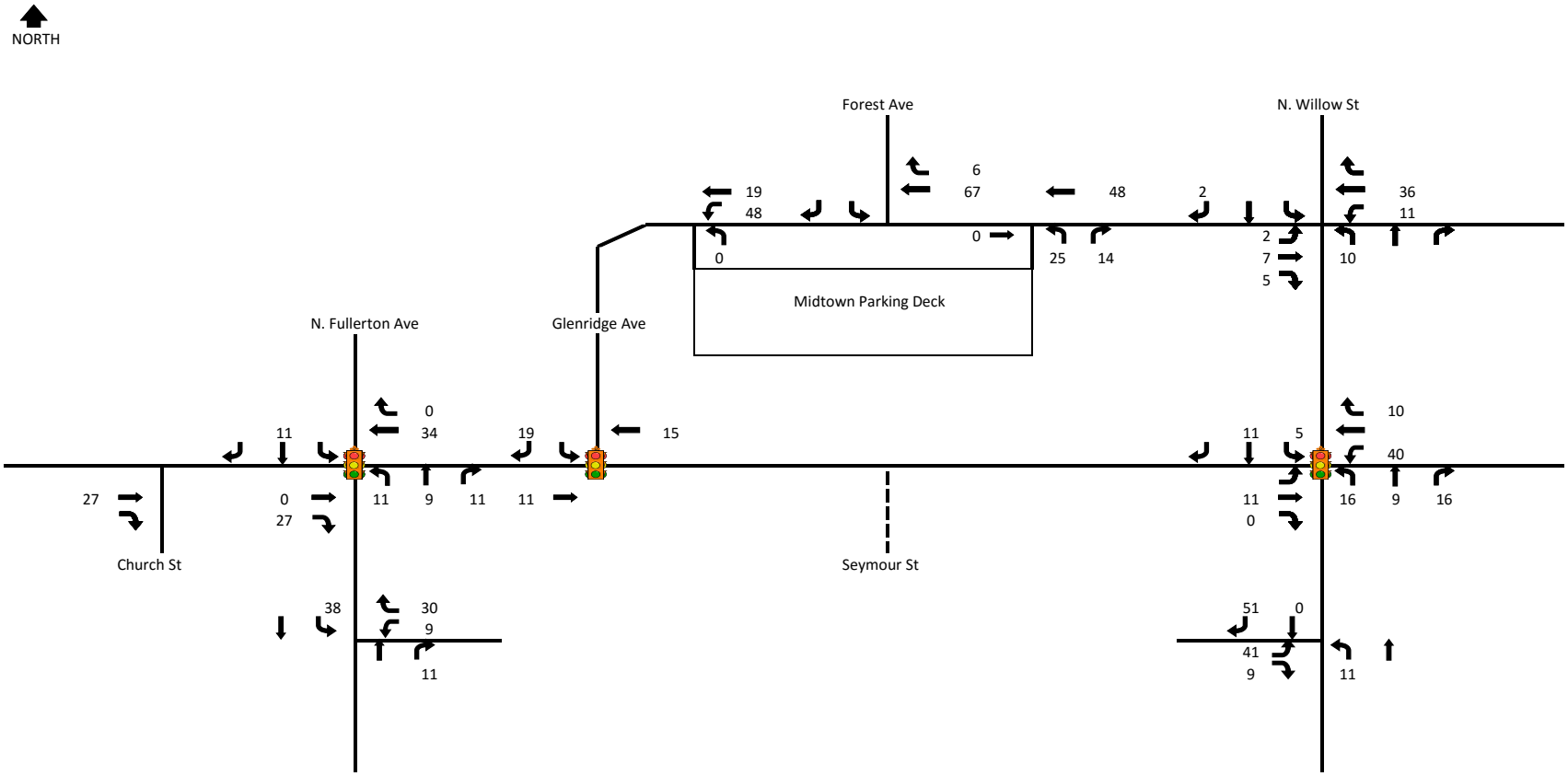


FIGURE 5 - B PM PEAK HOUR SITE GENERATED TRIPS
SEYMOUR STREET REDEVELOPMENT PLAN

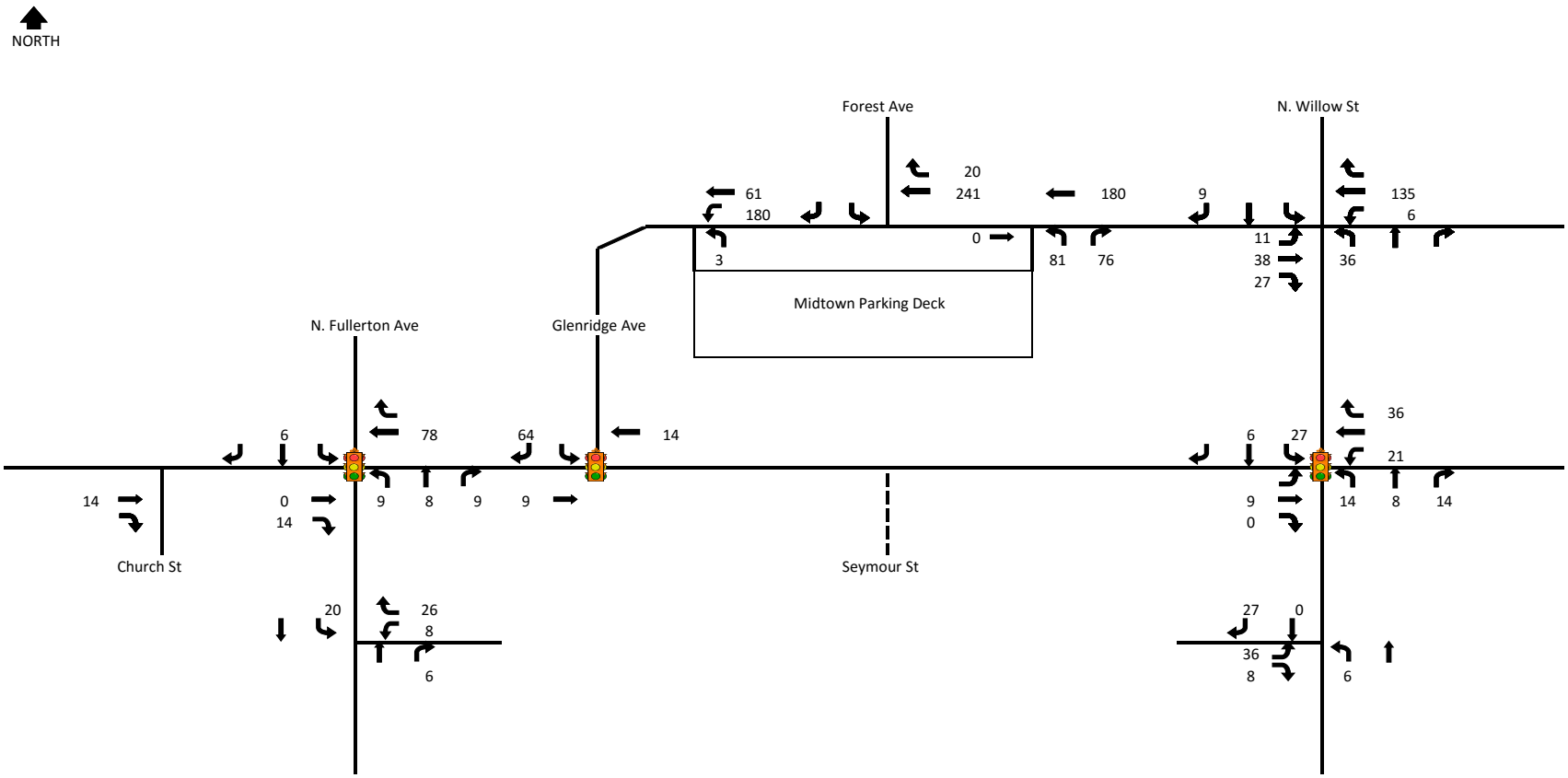


FIGURE 5 - C SATURDAY PEAK HOUR SITE GENERATED TRIPS
SEYMOUR STREET REDEVELOPMENT PLAN

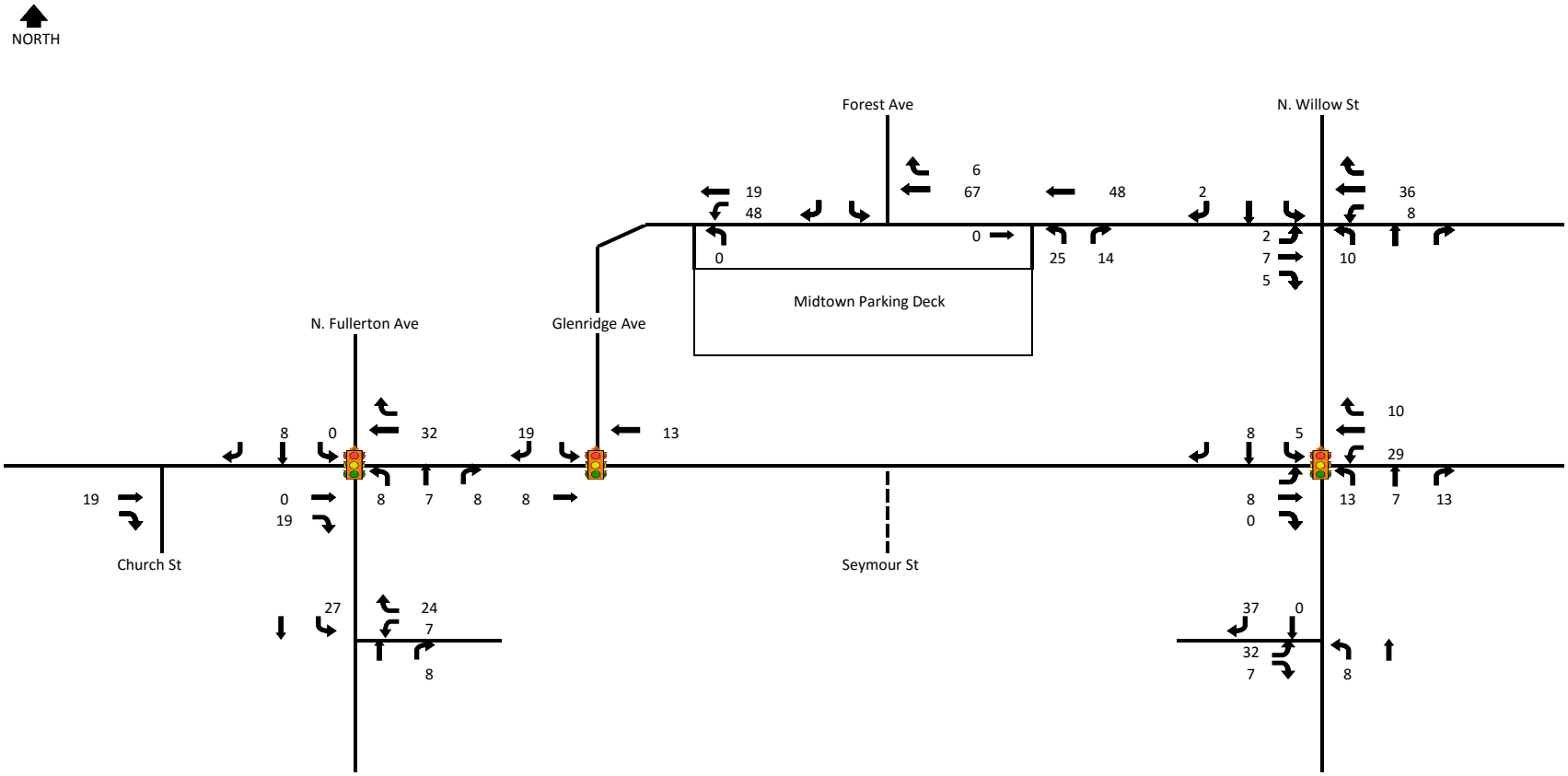


FIGURE 6 - A FUTURE AM PEAK HOUR BUILD TRAFFIC VOLUMES
SEYMOUR STREET REDEVELOPMENT PLAN

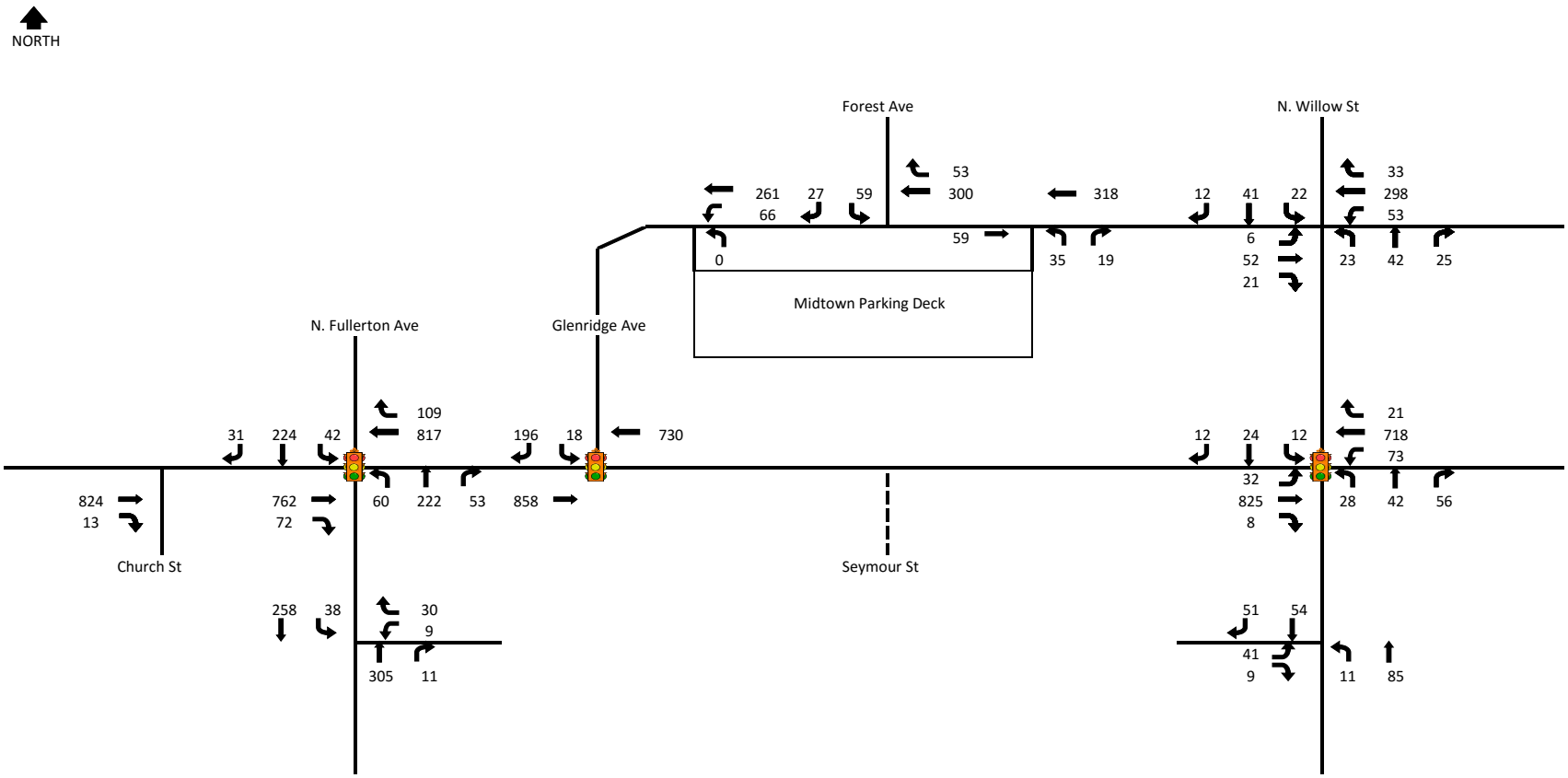


FIGURE 6 - B FUTURE PM PEAK HOUR BUILD TRAFFIC VOLUMES
SEYMOUR STREET REDEVELOPMENT PLAN

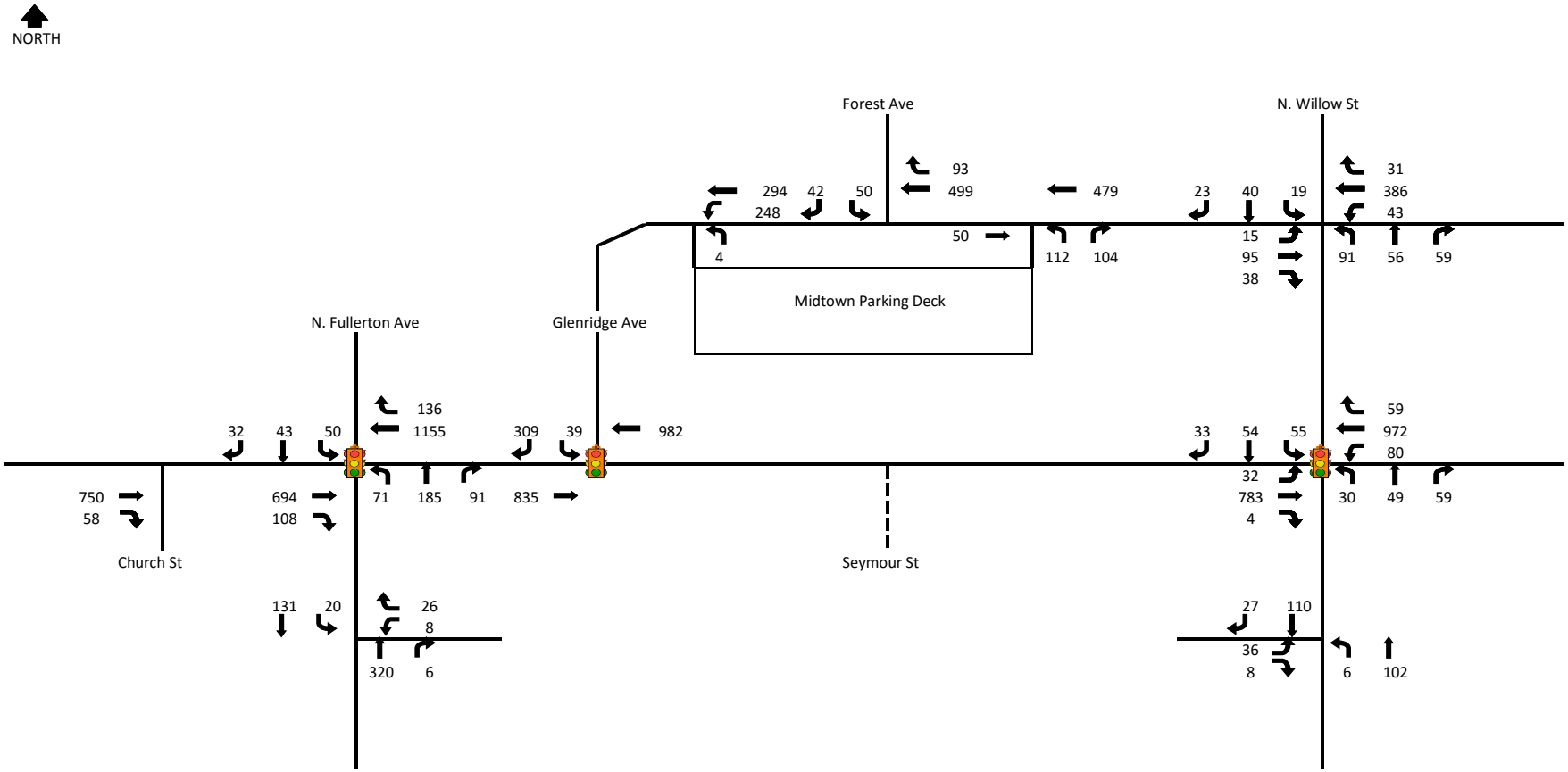


FIGURE 6 - C FUTURE SATURDAY PEAK HOUR BUILD TRAFFIC VOLUMES
SEYMOUR STREET REDEVELOPMENT PLAN

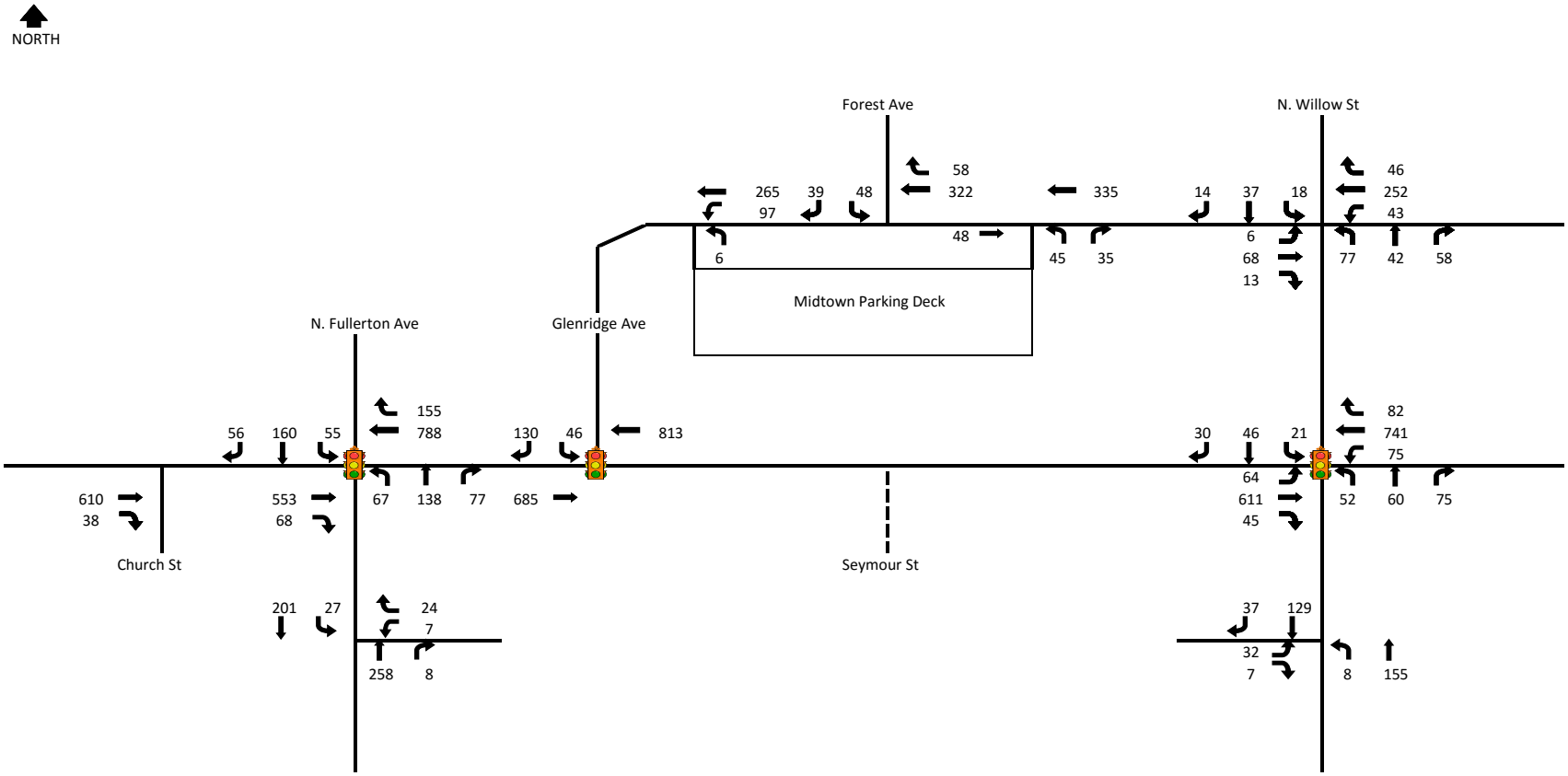


TABLE 1 - LEVEL OF SERVICE / AVERAGE VEHICLE DELAY COMPARISON - EXISTING AND NO-BUILD CONDITIONS
SEYMOUR STREET REDEVELOPMENT PLAN

	2016 Existing Condition										2019 No Build Condition									
		AM PEAK			PM PEAK			SATURDAY PEAK				AM PEAK			PM PEAK			SATURDAY PEAK		
Intersection	LANE GROUP	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service	LANE GROUP	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service
Bloomfield Avenue	**EB-TR**	0.47	12.9	B	0.46	10.8	B	0.34	9.5	A	**EB-TR**	0.50	13.4	B	0.50	11.3	B	0.36	9.8	A
&	**WB-TR**	0.52	13.6	B	0.67	14.0	B	0.49	11.1	B	**WB-TR**	0.55	14.1	B	0.72	15.0	B	0.52	11.5	B
Fullerton Ave/Church St	**NB-LTR**	0.71	37.3	D	0.89	58.0	E	0.78	47.2	D	**NB-LTR**	0.77	41.0	D	0.95	68.2	E	0.84	54.0	D
	SB-LTR	0.65	34.8	C	0.47	34.1	C	0.76	45.3	D	**SB-LTR**	0.70	37.0	D	0.53	36.5	D	0.83	52.0	D
(Signalized)	**Intersection**		19.1	B		19.6	B		19.5	B	**Intersection**		20.2	C		21.6	C		21.4	C
Bloomfield Avenue	**EB-T**	0.45	10.6	B	0.45	10.6	B	0.36	10.2	B	**EB-T**	0.48	10.9	B	0.48	11.0	B	0.38	10.4	B
&	**WB-T**	0.38	9.9	A	0.53	11.6	B	0.43	10.9	B	**WB-T**	0.40	10.1	B	0.56	12.1	B	0.45	11.2	B
Glenridge Avenue	**SB-LR**	0.53	34.1	C	0.79	46.9	D	0.38	28.9	C	**SB-LR**	0.56	35.0	D	0.84	51.2	D	0.40	29.3	C
(Signalized)	**Intersection**		12.9	B		16.1	B		12.3	B	**Intersection**		13.3	B		17.0	B		12.6	B
Bloomfield Avenue	**EB-LTR**	0.49	11.2	B	0.51	11.4	B	0.47	11.1	B	**EB-TR**	0.53	11.7	B	0.55	12.1	B	0.51	11.7	B
&	**WB-LTR**	0.42	10.4	B	0.58	12.4	B	0.50	11.4	B	**WB-L**	0.50	11.4	B	0.74	16.0	B	0.56	12.2	B
Willow Street	**NB-LTR**	0.15	26.7	C	0.28	28.7	C	0.42	31.5	C	**WB-TR**	0.16	26.8	C	0.30	29.0	C	0.45	32.1	C
(Signalized)	**SB-LTR**	0.11	26.3	C	0.31	29.2	C	0.22	27.8	C	**SB-T**	0.12	26.4	C	0.33	29.6	C	0.24	28.0	C
	Intersection		11.8	B		13.8	B		13.8	B	**Intersection**		12.4	B		15.8	B		14.4	B
Glenridge Avenue &																				
Forest Street	**SB-LR**	0.13	10.3	B	0.16	11.3	B	0.11	10.4	B	**SB-LR**	0.12	10.5	B	0.17	11.6	B	0.12	10.6	B
(Unsignalized)	**SB Approach**		10.3	B		11.3	B		10.4	B	**SB Approach**		10.5	B		11.6	B		10.6	B
	EB-LTR	0.00	7.9	A	0.00	7.9	A	0.00	7.8	A	**EB-LTR**	0.00	7.9	A	0.00	8.0	A	0.00	7.8	A
Glenridge Avenue	**WB-LTR**	0.03	7.4	A	0.03	7.4	A	0.02	7.4	A	**WB-LTR**	0.03	7.4	A	0.03	7.4	A	0.02	7.4	A
&	**NB-LTR**	0.15	12.4	B	0.36	15.2	C	0.28	13.0	B	**NB-LTR**	0.16	12.9	B	0.40	16.3	C	0.30	13.6	B
N Willow Avenue	**NB Approach**		12.4	B		15.2	C		13.0	B	**NB Approach**		12.9	B		16.3	C		13.6	B
(Unsignalized)	**SB-LTR**	0.15	13.5	B	0.18	14.4	B	0.12	12.6	B	**SB-LTR**	0.17	14.1	B	0.20	15.1	C	0.46	12.9	B
	SB Approach		13.5	B		14.4	B		12.6	B	**SB Approach**		14.1	B		15.1	C		12.9	B
Glenridge Avenue &																				
East Midtown Driveway	**NB-LR**	0.02	9.8	A	0.09	10.4	B	0.06	9.9	A	**NB-LR**	0.02	10.0	A	0.10	10.6	B	0.06	10.0	A
(Unsignalized)	**NB Approach**		9.8	A		10.4	B		9.9	A	**NB Approach**		10.0	A		10.6	B		10.0	A

TABLE 2 - TRIP GENERATION SUMMARY
SEYMOUR STREET REDEVELOPMENT PLAN

			WEEKDAY						SATURDAY		
			AM PEAK HOUR			PM PEAK HOUR			PEAK HOUR		
CODE	LAND USE	AMOUNT	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
EAST											
223	Mid-Rise Apartment (Avg Rate)	200 units	19	41	60	45	33	78	51	44	95
826	Specialty Retail (Avg Rate)	35,000 SF	52	43	95	42	53	95	77	71	147
	Pass By Percentage (PM)	53%				22	28	50			
	Pass By Percentage (Sat)	38%							29	27	56
	NEW TRIPS (Subtotals)		***52***	***43***	***95***	***20***	***25***	***45***	***48***	***44***	***91***
	SHARED/INTERNAL TRIPS (PM)	33%				14	17	31			
	SHARED/INTERNAL TRIPS (Sat)	33%							25	23	48
	NEW TRIPS (with Pass-By and Shared Credits)		***52***	***43***	***95***	***6***	***8***	***14***	***23***	***21***	***43***
	TOTAL NEW TRIPS - EAST		**71**	**84**	**155**	**51**	**41**	**92**	**74**	**64**	**138**
WEST											
710	Office (Avg Rates)	30,000 SF	41	6	47	8	37	45	7	6	12
	TOTAL NEW TRIPS - WEST		**41**	**6**	**47**	**8**	**37**	**45**	**7**	**6**	**12**
	TOTAL NEW DEVELOPMENT TRIPS		**112**	**90**	**202**	**59**	**78**	**137**	**80**	**70**	**150**

SOURCE: *Trip Generation, 9th Edition* , published by the Institute of Transportation Engineers (ITE)

INTERNAL CAPTURE RATE CALCULATIONS WITHIN MULTI-USE DEVELOPMENT

SEYMOUR STREET REDEVELOPMENT PLAN

Analyst: LDK

Date: 2/5/2016

ALTERNATIVE: 1

Time Period: PM Peak Hour

LAND USE A: Retail

ITE LU Code 820

Size

	Total	Internal	External
Enter	42	18	24
Exit	53	16	37
Total	95	35	60
%	100%	36%	64%

Exit to External: 37

Enter from External: 24

Demand: 3% 2

Balanced: 2

Demand: 2% 1

Balanced: 1

Demand: 12% 6

Balanced: 14

Demand: 9% 4

Balanced: 17

31% 2 Demand

23% 9 Demand

31% 14 Demand

53% 17 Demand

LAND USE B: Office

ITE LU Code 710

Size

	Total	Internal	External
Enter	8	2	5
Exit	37	2	35
Total	45	4	41
%	100%	9%	91%

Exit to External: 35

Enter from External: 5

Demand: 0% 0

Balanced: 0

Demand: 2% 1

Balanced: 1

LAND USE C: Residential

ITE LU Code 223

Size

	Total	Internal	External
Enter	45	15	30
Exit	33	17	15
Total	78	32	46
%	100%	41%	59%

Demand: 0% 0

Demand: 2% 1

Enter from External: 30

Exit to External: 15

Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	24	5	30	59
Exit	37	35	15	87
Total	60	41	46	147
Single-Use Trip Gen. Est.	95	45	78	218

Internal Capture: 32.6%

C:\Iomega_HDD\PhillipsPreissGrygiel\Montclair_SeymourSt\[SeymourSt_TrafficVolDiagrams_04192016.xlsx]InternalCapture

TABLE 3 - LEVEL OF SERVICE / AVERAGE VEHICLE DELAY COMPARISON - NO-BUILD AND BUILD CONDITIONS
SEYMOUR STREET REDEVELOPMENT PLAN

	2019 No Build Condition										2019 Build Condition									
		AM PEAK			PM PEAK			SATURDAY PEAK				AM PEAK			PM PEAK			SATURDAY PEAK		
Intersection	LANE GROUP	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service	LANE GROUP	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service
Bloomfield Avenue	**EB-TR**	0.50	13.4	B	0.50	11.3	B	0.36	9.8	A	**EB-TR**	0.47	10.9	B	0.43	10.4	B	0.35	9.6	A
&	**WB-TR**	0.55	14.1	B	0.72	15.0	B	0.52	11.5	B	**WB-TR**	0.53	11.6	B	0.69	14.4	B	0.54	11.7	B
Fullerton Ave/Church St	**NB-LTR**	0.77	41.0	D	0.95	68.2	E	0.84	54.0	D	**NB-LTR**	1.11	117.9	F	0.94	66.1	E	0.96	74.4	E
	SB-LTR	0.70	37.0	D	0.53	36.5	D	0.83	52.0	D	**SB-LTR**	0.91	62.6	E	0.47	34.2	C	0.87	56.6	E
(Signalized)	**Intersection**		20.2	C		21.6	C		21.4	C	**Intersection**		32.6	C		21.1	C		25.2	C
Bloomfield Avenue	**EB-T**	0.48	10.9	B	0.48	11.0	B	0.38	10.4	B	**EB-T**	0.48	11.0	B	0.44	10.5	B	0.39	10.5	B
&	**WB-T**	0.40	10.1	B	0.56	12.1	B	0.45	11.2	B	**WB-T**	0.41	10.2	B	0.52	11.5	B	0.46	11.2	B
Glenridge Avenue	**SB-LR**	0.56	35.0	D	0.84	51.2	D	0.40	29.3	C	**SB-LR**	0.61	37.0	D	0.94	65.6	E	0.45	30.4	C
(Signalized)	**Intersection**		13.3	B		17.0	B		12.6	B	**Intersection**		13.8	B		19.8	B		12.9	B
Bloomfield Avenue	**EB-LTR**	0.53	11.7	B	0.55	12.1	B	0.51	11.7	B	**EB-TR**	0.55	12.0	B	0.53	11.8	B	0.52	11.8	B
&	**WB-LTR**	0.50	11.4	B	0.74	16.0	B	0.56	12.2	B	**WB-L**	0.60	13.2	B	0.80	18.4	B	0.63	13.6	B
Willow Street	**NB-LTR**	0.16	26.8	C	0.30	29.0	C	0.45	32.1	C	**WB-TR**	0.36	30.2	C	0.40	31.1	C	0.56	35.2	D
(Signalized)	**SB-LTR**	0.12	26.4	C	0.33	29.6	C	0.24	28.0	C	**SB-T**	0.14	26.6	C	0.44	32.0	C	0.28	28.7	C
	Intersection		12.4	B		15.8	B		14.4	B	**Intersection**		14.1	B		17.6	B		15.8	B
Willow Street &											**NB-LT**	0.01	7.4	A	0.00	7.5	A	0.01	7.6	A
East Site Driveway											**EB-LR**	0.06	9.7	A	0.06	10.1	B	0.06	10.5	B
(Unsignalized)											**EB Approach**		9.7	A		10.1	B		10.5	B
S. Fullerton Avenue &											**SB-LT**	0.03	8.0	A	0.02	8.0	A	0.02	7.8	A
West Site Driveway											**WB-LR**	0.07	11.3	B	0.06	11.0	B	0.05	10.5	B
(Unsignalized)											**WB Approach**		11.3	B		11.0	B		10.5	B
Glenridge Avenue &																				
Forest Street	**SB-LR**	0.12	10.5	B	0.17	11.6	B	0.12	10.6	B	**SB-LR**	0.13	11.1	B	0.26	16.0	C	0.13	11.2	B
(Unsignalized)	**SB Approach**		10.5	B		11.6	B		10.6	B	**SB Approach**		11.1	B		16.0	C		11.2	B
	EB-LTR	0.00	7.9	A	0.00	8.0	A	0.00	7.8	A	**EB-LTR**	0.00	8.0	A	0.02	8.6	A	0.00	7.9	A
Glenridge Avenue	**WB-LTR**	0.03	7.4	A	0.03	7.4	A	0.02	7.4	A	**WB-LTR**	0.04	7.4	A	0.04	7.6	A	0.03	7.4	A
&	**NB-LTR**	0.16	12.9	B	0.40	16.3	C	0.30	13.6	B	**NB-LTR**	0.20	14.4	B	0.79	47.2	E	0.35	15.4	C
N Willow Avenue	**NB Approach**		12.9	B		16.3	C		13.6	B	**NB Approach**		14.4	B		47.2	E		15.4	C
(Unsignalized)	**SB-LTR**	0.17	14.1	B	0.20	15.1	C	0.46	12.9	B	**SB-LTR**	0.19	15.4	C	0.33	22.3	C	0.15	13.9	B
	SB Approach		14.1	B		15.1	C		12.9	B	**SB Approach**		15.4	C		22.3	C		13.9	B
Glenridge Avenue &																				
East Midtown Driveway	**NB-LR**	0.02	10.0	A	0.10	10.6	B	0.06	10.0	A	**NB-LR**	0.08	10.4	B	0.44	15.7	C	0.13	10.9	B
(Unsignalized)	**NB Approach**		10.0	A		10.6	B		10.0	A	**NB Approach**		10.4	B		15.7	C		10.9	B

TABLE 4 - LEVEL OF SERVICE / AVERAGE VEHICLE DELAY COMPARISON - NO-BUILD AND BUILD WITH MITIGATION CONDITIONS
SEYMOUR STREET REDEVELOPMENT PLAN

	2019 No Build Condition										2019 Build Condition with Mitigation									
		AM PEAK			PM PEAK			SATURDAY PEAK				AM PEAK			PM PEAK			SATURDAY PEAK		
Intersection	LANE GROUP	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service	LANE GROUP	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service	V/C Ratio	Delay (sec)	Levels of Service
Bloomfield Avenue	**EB-TR**	0.50	13.4	B	0.50	11.3	B	0.36	9.8	A	**EB-TR**	0.51	13.5	B	0.53	16.6	B	0.60	29.2	C
&	**WB-TR**	0.55	14.1	B	0.72	15.0	B	0.52	11.5	B	**WB-TR**	0.57	14.4	B	0.88	27.8	C	0.92	44.9	D
Fullerton Ave/Church St	**NB-LTR**	0.77	41.0	D	0.95	68.2	E	0.84	54.0	D	**NB-LTR**	0.85	47.2	D	0.78	37.0	D	0.78	50.3	D
	SB-LTR	0.70	37.0	D	0.53	36.5	D	0.83	52.0	D	**SB-LTR**	0.70	36.1	D	0.33	23.3	C	0.78	51.0	D
(Signalized)	**Intersection**		20.2	C		21.6	C		21.4	C	**Intersection**		21.4	C		25.5	C		41.8	D
Bloomfield Avenue	**EB-T**										**EB-T**									
&	**WB-T**										**WB-T**									
Glenridge Avenue	**SB-LR**										**SB-LR**									
(Signalized)	**Intersection**										**Intersection**									
Bloomfield Avenue	**EB-LTR**										**EB-TR**									
&	**WB-LTR**										**WB-L**									
Willow Street	**NB-LTR**										**WB-TR**									
(Signalized)	**SB-LTR**										**SB-T**									
	Intersection										**Intersection**									
Willow Street &											**NB-LT**									
East Site Driveway											**EB-LR**									
(Unsignalized)											**EB Approach**									
S. Fullerton Avenue &											**SB-LT**									
West Site Driveway											**WB-LR**									
(Unsignalized)											**WB Approach**									
Glenridge Avenue &																				
Forest Street																				
(Unsignalized)																				
Glenridge Avenue	**EB-LTR**	0.00	7.9	A	0.00	8.0	A	0.00	7.8	A	**EB Approach**		8.4	A		10.4	B		8.8	A
&	**WB-LTR**	0.03	7.4	A	0.03	7.4	A	0.02	7.4	A	**WB Approach**		12.4	B		20.4	C		11.8	B
N Willow Avenue	**NB-LTR**	0.16	12.9	B	0.40	16.3	C	0.30	13.6	B										
	NB Approach		12.9	B		16.3	C		13.6	B	**NB Approach**		9.0	A		12.1	B		9.8	A
Mitigation:	**SB-LTR**	0.17	14.1	B	0.20	15.1	C	0.46	12.9	B										
(Multi-Way STOP)	**SB Approach**		14.1	B		15.1	C		12.9	B	**SB Approach**		8.9	A		10.2	B		8.9	A
Glenridge Avenue &																				
East Midtown Driveway	**NB-LR**										**NB-LR**									
(Unsignalized)	**NB Approach**										**NB Approach**									

APPENDIX I

TRAFFIC COUNTS

SEYMOUR STREET REDEVELOPMENT PLAN

AM PERIOD TRAFFIC COUNTS

1 BLOOMFIELD AVE / FULLERTON / CHURCH

THURSDAY, MAY 8, 2014

	EB				WB				NB				SB					
	1	2	3	Tot	4	5	6	Tot	7	8	9	Tot	10	11	12	Tot	TOTAL	
End	L	T	R		L	T	R		L	T	R		L	T	R			
7:15 AM		94	1			91	5		3	11	4		1	12	3		225	
7:30 AM		109	0			121	10		4	21	6		6	16	3		296	
7:45 AM		158	2			158	13		8	23	10		8	17	3		400	
8:00 AM		175	0			213	19		9	45	10		6	45	5		527	1448
8:15 AM		168	2			242	35		13	69	7		14	54	10		614	1837
8:30 AM		186	6			192	26		8	55	11		13	54	8		559	2100
8:45 AM		168	4			163	23		16	32	12		7	48	6		479	**2179 7:30-8:30**
9:00 AM		171	1			204	19		11	29	7		3	44	9		498	2150
Peak Hr		**697**	**12**			**810**	**103**		**46**	**201**	**40**		**40**	**201**	**29**		**0.89 PHF**	**7:30-8:30**

2 BLOOMFIELD AVE / SEYMOUR ST

TUESDAY, FEBRUARY 2, 2016

	EB				WB				NB				SB					
	1	2	3	Tot	4	5	6	Tot	7	8	9	Tot	10	11	12	Tot	TOTAL	
End	L	T	R		L	T	R						L		R			
7:15 AM																		
7:30 AM																		
7:45 AM		221	3		2	183											409	
8:00 AM		173	4		6	179											362	
8:15 AM		221	0		9	163											393	1164
8:30 AM		190	3		8	149											350	**1514 7:30-8:30**
8:45 AM		200	2		5	160											367	1472
9:00 AM		164	0		7	146											317	1427
Peak Hr		**805**	**10**		**25**	**674**											**0.93 PHF**	**7:30-8:30**

3 BLOOMFIELD AVE / WILLOW AVE

TUESDAY, FEBRUARY 2, 2016

	EB				WB				NB				SB					
	1	2	3	Tot	4	5	6	Tot	7	8	9	Tot	10	11	12	Tot	TOTAL	
End	L	T	R		L	T	R		L	T	R		L	T	R			
7:15 AM																		
7:30 AM																		
7:45 AM	10		2		2		3		2	12	15		2	4	3		55	
8:00 AM	7		1		1		0		3	5	6		1	2	0		26	
8:15 AM	10		3		1		5		4	8	10		1	2	5		49	130
8:30 AM	3		2		3		3		2	6	7		3	4	3		36	**166 7:30-8:30**
8:45 AM	6		0		5		2		0	9	11		5	6	2		46	157
9:00 AM	15		3		3		6		3	8	9		3	8	6		64	195
Peak Hr	**30**	**0**	**8**		**7**	**0**	**11**		**11**	**31**	**38**		**7**	**12**	**11**		**0.75 PHF**	**7:30-8:30**

AM PERIOD TRAFFIC COUNTS

4 WILLOW AVE / GLENRIDGE AVE

THURSDAY, MAY 26, 2016

	EB			WB			NB			SB					
	1	2	3 Tot	4	5	6 Tot	7	8	9 Tot	10	11	12 Tot	TOTAL		
End	L T	R		L T	R		L T	R		L T	R				
7:15 AM															
7:30 AM															
7:45 AM	0	8	4	13	63	6	0	4	6	5	13	2	124		
8:00 AM	0	13	4	5	56	8	5	13	6	6	8	3	127		
8:15 AM	4	8	2	7	62	7	4	12	7	4	8	2	127	378	
8:30 AM	0	13	5	14	66	10	4	11	5	6	10	2	146	**524**	**7:30-8:30**
8:45 AM	0	9	7	6	61	6	6	9	7	3	11	3	128	528	
9:00 AM	0	7	2	13	54	8	7	8	13	5	11	1	129	530	
Peak Hr	**4**	**42**	**15**	**39**	**247**	**31**	**13**	**40**	**24**	**21**	**39**	**9**	**0.90**	**PHF**	**7:30-8:30**

5 FOREST AVE / GLENRIDGE AVE

THURSDAY, MAY 26, 2016

	EB			WB			NB			SB					
	1	2	3 Tot	4	5	6 Tot	7	8	9 Tot	10	11	12 Tot	TOTAL		
End	L T	R		L T	R		L T	R		L T	R				
7:15 AM					0	0				0		0			
7:30 AM					0	0				0		0			
7:45 AM					54	12				12		5	83		
8:00 AM					54	13				14		4	85		
8:15 AM					54	10				16		8	88	256	
8:30 AM					58	9				14		8	89	**345**	**7:30-8:30**
8:45 AM					59	11				12		7	89	351	
9:00 AM					49	16				7		10	82	348	
Peak Hr	**0**	**0**	**0**	**0**	**220**	**44**	**0**	**0**	**0**	**56**	**0**	**25**	**0.97**	**PHF**	**7:30-8:30**

6 MIDTOWN PARKING LOT / GLENRIDGE AVE

THURSDAY, MAY 26, 2016

	EB			WB			NB			EB (East Dwy)					
	1	2	3 Tot	4	5	6 Tot	7	8	9 Tot	10	11	12 Tot	TOTAL		
End	L T	R		L T	R		L T	R		L T	R				
7:15 AM															
7:30 AM															
7:45 AM				2			2		1	0			5		
8:00 AM				6			4		1	0			11		
8:15 AM				5			1		2	0			8	24	
8:30 AM				4			2		1	0			7	**31**	**7:30-8:30**
8:45 AM				5			0		3	0			8	34	
9:00 AM				4			4		2	0			10	33	
Peak Hr	**0**	**0**	**0**	**17**	**0**	**0**	**9**	**0**	**5**	**0**	**0**	**0**	**0.70**	**PHF**	**7:30-8:30**

SEYMOUR STREET REDEVELOPMENT PLAN

PM PERIOD TRAFFIC COUNTS

1 BLOOMFIELD AVE / FULLERTON / CHURCH

TUESDAY, FEBRUARY 2, 2016

	EB				WB				NB				SB					
	1	2	3	Tot	4	5	6	Tot	7	8	9	Tot	10	11	12	Tot	TOTAL	
End	L	T	R		L	T	R		L	T	R		L	T	R			
5:00 PM		193	12			184	21		22	40	17		9	10	9		517	
5:15 PM		204	8			191	29		16	39	24		18	8	8		545	
5:30 PM		166	14			174	19		19	34	14		10	9	6		465	
5:45 PM		191	9			193	32		13	50	19		13	6	7		533	2060
6:00 PM		179	28			203	32		12	40	12		9	12	11		538	2081
6:15 PM		173	12			214	37		17	39	21		12	8	7		540	2076
6:30 PM		153	6			225	27		16	38	25		13	9	5		517	**2128 5:30-6:30**
6:45 PM		179	23			242	54		11	33	21		10	11	14		598	2193
7:00 PM		166	17			190	34		13	51	20		19	16	10		536	2191
7:15 PM		142	23			204	28		14	39	17		11	9	8		495	2146
7:30 PM		121	14			192	38		13	31	19		16	11	12		467	2096
7:45 PM		148	10			198	49		21	21	13		14	9	10		493	1991
Peak Hr		**696**	**55**			**835**	**128**		**58**	**167**	**77**		**47**	**35**	**30**		**0.99 PHF**	

2 BLOOMFIELD AVE / SEYMOUR ST

TUESDAY, FEBRUARY 2, 2016

	EB				WB				NB				SB					
	1	2	3	Tot	4	5	6	Tot	7	8	9	Tot	10	11	12	Tot	TOTAL	
End	L	T	R		L	T	R						L		R			
5:00 PM																	0	
5:15 PM																	0	
5:30 PM		153	6		8	192											359	
5:45 PM		164	15		15	200											394	753
6:00 PM		133	9		5	158											305	1058
6:15 PM		153	10		13	173											349	1407
6:30 PM		160	12		9	189											370	**1418 5:30-6:30**
6:45 PM		122	11		12	172											317	1341
7:00 PM		142	7		12	143											304	1340
7:15 PM																		
7:30 PM																		
7:45 PM																		
Peak Hr	**0**	**763**	**52**		**50**	**912**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0.90 PHF**	**5:30-6:30**

3 BLOOMFIELD AVE / WILLOW AVE

TUESDAY, FEBRUARY 2, 2016

	EB				WB				NB				SB					
	1	2	3	Tot	4	5	6	Tot	7	8	9	Tot	10	11	12	Tot	TOTAL	
End	L	T	R		L	T	R		L	T	R		L	T	R			
5:00 PM																		
5:15 PM																		
5:30 PM	14		4		6		10		1	11	7		1	9	9		72	
5:45 PM	1		0		2		4		3	5	4		4	16	7		46	
6:00 PM	10		4		1		6		3	14	17		8	15	14		92	
6:15 PM	14		0		3		4		4	8	7		12	7	5		64	274
6:30 PM	5		0		2		8		5	12	14		3	7	5		61	**263 5:30-6:30**
6:45 PM	15		0		2		7		0	5	7		8	7	5		56	273
7:00 PM	16		0		4		9		5	11	9		5	8	3		70	251
7:15 PM																		
7:30 PM																		
7:45 PM																		
Peak Hr	**30**	**0**	**4**		**8**	**0**	**22**		**15**	**39**	**42**		**27**	**45**	**31**		**0.71 PHF**	**5:30-6:30**

4 WILLOW AVE / GLENRIDGE AVE **PM PERIOD TRAFFIC COUNTS**

TUESDAY, MAY 24, 2016

	EB			WB			NB			SB					
	1	2	3 Tot	4	5	6 Tot	7	8	9 Tot	10	11	12 Tot	TOTAL		
End	L	T	R	L	T	R	L	T	R	L	T	R			
5:00 PM	2	16	3	11	64	10	13	12	15	2	6	2			
5:15 PM	1	16	6	5	62	14	10	13	14	5	13	4			
5:30 PM	0	17	0	9	60	7	10	13	11	4	8	3	142		
5:45 PM	1	11	4	9	70	8	14	11	11	6	11	5	161		
6:00 PM	1	10	2	6	38	6	9	10	17	4	5	3	111	414	
6:15 PM	1	16	5	11	69	8	19	19	17	4	14	2	185	**599**	**5:15-6:15**
6:30 PM	1	13	3	10	59	9	8	12	15	3	11	0	144	601	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	440	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	329	
Peak Hr	**3**	**54**	**11**	**35**	**237**	**29**	**52**	**53**	**56**	**18**	**38**	**13**	**0.81**	**PHF**	**5:15-6:15**

5 FOREST AVE / GLENRIDGE AVE

TUESDAY, MAY 24, 2016

	EB			WB			NB			SB					
	1	2	3 Tot	4	5	6 Tot	7	8	9 Tot	10	11	12 Tot	TOTAL		
End	L	T	R	L	T	R	L	T	R	L	T	R			
5:00 PM					54	21				16		15			
5:15 PM					65	15				13		9			
5:30 PM					56	19				13		11	99		
5:45 PM					57	20				7		7	91		
6:00 PM					53	14				14		8	89	279	
6:15 PM					77	15				13		14	119	**398**	**5:15-6:15**
6:30 PM					53	17				10		5	85	384	
6:45 PM					0	0				0		0	0	293	
7:00 PM					0	0				0		0	0	204	
Peak Hr	**0**	**0**	**0**	**0**	**243**	**68**	**0**	**0**	**0**	**47**	**0**	**40**	**0.84**	**PHF**	**5:15-6:15**

6 MIDTOWN PARKING LOT / GLENRIDGE AVE

TUESDAY, MAY 24, 2016

	EB			WB			NB			EB (East Dwy)					
	1	2	3 Tot	4	5	6 Tot	7	8	9 Tot	10	11	12 Tot	TOTAL		
End	L	T	R	L	T	R	L	T	R	L	T	R			
5:00 PM				12			6		3	0					
5:15 PM				11			2		7	0					
5:30 PM				15			9		7	0			31		
5:45 PM				12			8		6	0			26		
6:00 PM				17			6		6	1			30	87	
6:15 PM				20			6		8	0			34	**121**	**5:15-6:15**
6:30 PM				8			6		5	0			19	109	
6:45 PM				0			0		0	0			0	83	
7:00 PM				0			0		0	0			0	53	
Peak Hr	**0**	**0**	**0**	**64**	**0**	**0**	**29**	**0**	**27**	**1**	**0**	**0**	**0.89**	**PHF**	**5:15-6:15**

SEYMOUR STREET REDEVELOPMENT PLAN

SATURDAY PERIOD TRAFFIC COUNTS

1 BLOOMFIELD AVE / FULLERTON / CHURCH

SATURDAY, JANUARY 30, 2016

	EB			WB			NB			SB					
	1	2	3 Tot	4	5	6 Tot	7	8	9 Tot	10	11	12 Tot	TOTAL		
End	L	T	R	L	T	R	L	T	R	L	T	R			
11:15 AM															
11:30 AM															
11:45 AM			14			23	11	30	23	10	28	14	153		
12:00 PM			18			37	16	37	25	13	41	11	198		
12:15 PM			15			39	15	28	20	7	31	17	172		
12:30 PM			14			40	11	29	15	5	31	13	158	681	
12:45 PM			25			34	14	36	16	14	33	11	183	711	
1:00 PM			13			27	13	26	9	10	28	13	139	652	
1:15 PM			24			49	11	33	26	11	51	19	224	704	
1:30 PM			10			36	17	28	14	17	31	10	163	**709**	**12:30-1:30**
1:45 PM															
2:00 PM															
Peak Hr	**0**	**0**	**72**	**0**	**0**	**146**	**55**	**123**	**65**	**52**	**143**	**53**	**0.79 PHF**		**12:30-1:30**

2 BLOOMFIELD AVE / SEYMOUR ST

SATURDAY, JANUARY 30, 2016

	EB			WB			NB			SB					
	1	2	3 Tot	4	5	6 Tot	7	8	9 Tot	10	11	12 Tot	TOTAL		
End	L	T	R	L	T	R				L		R			
11:15 AM															
11:30 AM															
11:45 AM		163	14	10	182								369		
12:00 PM		152	9	13	152								326		
12:15 PM		170	8	10	165								353		
12:30 PM		188	1	0	188								377	1425	
12:45 PM		154	0	0	179								333	1389	
1:00 PM		157	0	0	212								369	1432	
1:15 PM		179	1	3	173								356	1435	
1:30 PM		180	10	6	190								386	**1444**	**12:30-1:30**
1:45 PM															
2:00 PM															
Peak Hr	**0**	**670**	**11**	**9**	**754**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.94 PHF**		**12:30-1:30**

3 BLOOMFIELD AVE / WILLOW AVE

SATURDAY, JANUARY 30, 2016

	EB			WB			NB			SB					
	1	2	3 Tot	4	5	6 Tot	7	8	9 Tot	10	11	12 Tot	TOTAL		
End	L	T	R	L	T	R	L	T	R	L	T	R			
11:15 AM															
11:30 AM															
11:45 AM	15		0	18		11	2	11	13	4	10	8	92		
12:00 PM	9		3	6		10	8	7	9	4	6	9	71		
12:15 PM	12		3	5		18	8	13	18	6	6	11	100		
12:30 PM	14		12	8		21	6	9	13	3	13	13	112	375	
12:45 PM	12		16	10		18	6	15	11	2	4	7	101	384	
1:00 PM	10		18	9		26	9	15	13	4	7	6	117	430	
1:15 PM	17		5	8		18	9	11	20	2	15	7	112	442	
1:30 PM	21		3	8		6	13	9	15	7	10	8	100	**430**	**12:30-1:30**
1:45 PM															
2:00 PM															
Peak Hr	**60**	**0**	**42**	**35**	**0**	**68**	**37**	**50**	**59**	**15**	**36**	**28**	**0.92 PHF**		**12:30-1:30**

SATURDAY PERIOD TRAFFIC COUNTS

4 WILLOW AVE / GLENRIDGE AVE

SATURDAY, JUNE 4, 2016

	EB				WB				NB				SB					
	1	2	3 Tot		4	5	6 Tot		7	8	9 Tot		10	11	12 Tot	TOTAL		
End	L	T	R	L	T	R		L	T	R		L	T	R				
11:45 AM																		
12:00 PM																		
12:15 PM	1	8	5		6	52	5		18	12	13		6	6	2	134		
12:30 PM	2	17	7		6	52	11		12	10	10		8	8	3	146		
12:45 PM	1	12	4		7	54	10		12	6	12		5	7	6	136	416	
1:00 PM	1	7	8		13	56	7		10	6	9		2	8	4	131	547	
1:15 PM	2	9	4		13	55	5		23	8	14		4	11	6	154	567	
1:30 PM	0	12	1		8	54	9		11	13	12		4	6	1	131	552	
1:45 PM	2	20	2		4	49	12		14	5	13		4	12	2	139	555	
2:00 PM	0	16	1		8	46	17		16	14	16		5	6	2	147	**571**	**12:30-1:30**
Peak Hr	**4**	**57**	**8**	**0**	**33**	**204**	**43**	**0**	**64**	**40**	**55**	**0**	**17**	**35**	**11**	**0.93**	**PHF**	**12:30-1:30**

5 FOREST AVE / GLENRIDGE AVE

SATURDAY, JUNE 4, 2016

	EB				WB				NB				SB					
	1	2	3 Tot		4	5	6 Tot		7	8	9 Tot		10	11	12 Tot	TOTAL		
End	L	T	R	L	T	R		L	T	R		L	T	R				
11:45 AM																		
12:00 PM																		
12:15 PM						47	12						9		8	76		
12:30 PM						59	12						16		7	94		
12:45 PM						54	20						13		18	105	275	
1:00 PM						61	13						9		9	92	367	
1:15 PM						58	21						9		7	95	386	
1:30 PM						70	10						8		5	93	385	
1:45 PM						56	9						13		13	91	371	
2:00 PM						57	9						15		12	93	**372**	**12:30-1:30**
Peak Hr	**0**	**0**	**0**	**0**	**0**	**241**	**49**	**0**	**0**	**0**	**0**	**0**	**45**	**0**	**37**	**0.98**	**PHF**	**12:30-1:30**

6 MIDTOWN PARKING LOT / GLENRIDGE AVE

SATURDAY, JUNE 4, 2016

	EB				WB				NB				EB (East Dwy)					
	1	2	3 Tot		4	5	6 Tot		7	8	9 Tot		10	11	12 Tot	TOTAL		
End	L	T	R	L	T	R		L	T	R		L	T	R				
11:45 AM																		
12:00 PM																		
12:15 PM					12				4		3		1			20		
12:30 PM					14				6		9		0			29		
12:45 PM					11				7		6		0			24	73	
1:00 PM					17				8		12		0			37	110	
1:15 PM					15				6		4		2			27	117	
1:30 PM					12				4		5		2			23	111	
1:45 PM					10				3		9		0			22	109	
2:00 PM					9				6		2		2			19	**91**	**12:30-1:30**
Peak Hr	**0**	**0**	**0**		**46**	**0**	**0**		**19**	**0**	**20**		**6**	**0**	**0**	**0.84**	**PHF**	**12:30-1:30**

APPENDIX II

LEVEL OF SERVICE DEFINITIONS

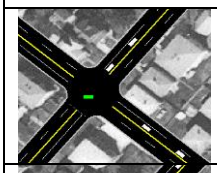
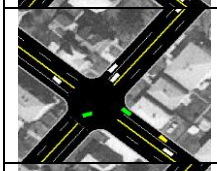
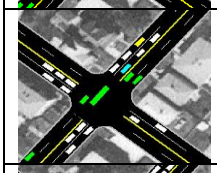
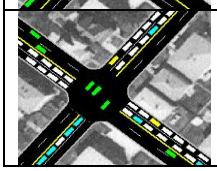
TRAFFIC OPERATIONS

Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the 2010 Highway Capacity Manual (HCM) and 2010 Highway Capacity Software.

For a signalized intersection, Level of Service (LOS) A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle.

LEVEL OF SERVICE /AVERAGE DELAY CRITERIA*

	Level Of Service (LOS)	Signalized Delay Range (average delay, sec/veh)	Unsignalized Delay Range (average delay in sec/veh)
	A	<=10	<=10
	B	>10 and <=20	>10 and <=15
	C	>20 and <=35	>15 and <=25
	D	>35 and <=55	>25 and <=35
	E	>55 and <=80	>35 and <=50
	F	>80	>50

* *Sources: Highway Capacity Manual (2010 Edition) & SimTraffic Version 5.0*