

LACKAWANNA PLAZA
REDEVELOPMENT PLAN
TOWNSHIP OF MONTCLAIR | AUGUST 2023

Adopted by the Montclair Township Council on May 23, 2024 per R-24-135.



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The original copy of this document was signed and sealed in accordance with N.J.S.A. 45:14 A-1 et seq. and N.J.A.C. 13-41-1.3(b)

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I INTRODUCTION

I.A Statutory Basis for the Redevelopment Plan

This Redevelopment Plan has been prepared for certain parcels designated as part of an “area in need of redevelopment” within the Township of Montclair, Essex County, New Jersey. The area encompasses lands located at the eastern end of the central business district of the Township of Montclair (also known as “Montclair Center”). *Figure 1, Location*, shows the location of the area within Montclair.

In 2014, the Township of Montclair Council directed the Township’s Planning Board to study 18 lots in the eastern section of Montclair Center in order to determine whether collectively they qualify as 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 a planning consultant, Clarke Caton Hintz, to conduct a Redevelopment Area investigation. Its findings were included in a report dated October 2014. On February 9, 2015, a public hearing on the investigation was held by the Planning Board, which recommended that nearly all of the lots, including the three that are the subject of this Redevelopment Plan (Block 3213, Lot 2 and Block 4202, Lots 4.01 and 4.02, collectively referred to as the “Redevelopment Area”) qualified as an Area in Need of Redevelopment. Based on the findings of the report, the Township Council adopted an Area in Need of Redevelopment designation for these properties on March 10, 2015.

I.B Plan Overview

The Lackawanna Plaza Redevelopment Plan envisions the redevelopment of the existing Lackawanna Station shopping center and adjoining parcels in the Redevelopment Area with a mix of land uses and the addition of new buildings, including a new supermarket and housing. An overarching goal of this Plan is to further the Township of Montclair’s planning goals by promoting mixed-use, Smart Growth redevelopment at strategic nodes in Montclair Center. Rehabilitation and adaptive reuse of historic buildings and historic structures on the site are essential aspects of the Plan. As more specifically addressed in Section III.F, the Plan requires that the design incorporates the historic structures and features of the site in order to preserve the site’s heritage as a railroad terminal and gateway to Montclair. Further discussion of the objectives of this plan is contained in Chapters 3 and 4.

I.C Redevelopment Area Boundaries

As shown in Figures 2 and 3, Aerial, the Redevelopment Area is bounded to the north by Glenridge Avenue; to the east by Block 4202, Lots 2 and 5; to the south by Bloomfield Avenue; and to the west by the street called Lackawanna Plaza, Greenwood Avenue and Block 3213, Lot 1. Grove Street runs in a north-south direction through the Redevelopment Area.



FIGURE 1: LOCATION Lackawanna Plaza Redevelopment Plan | Township of Montclair, NJ
 PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC 2023

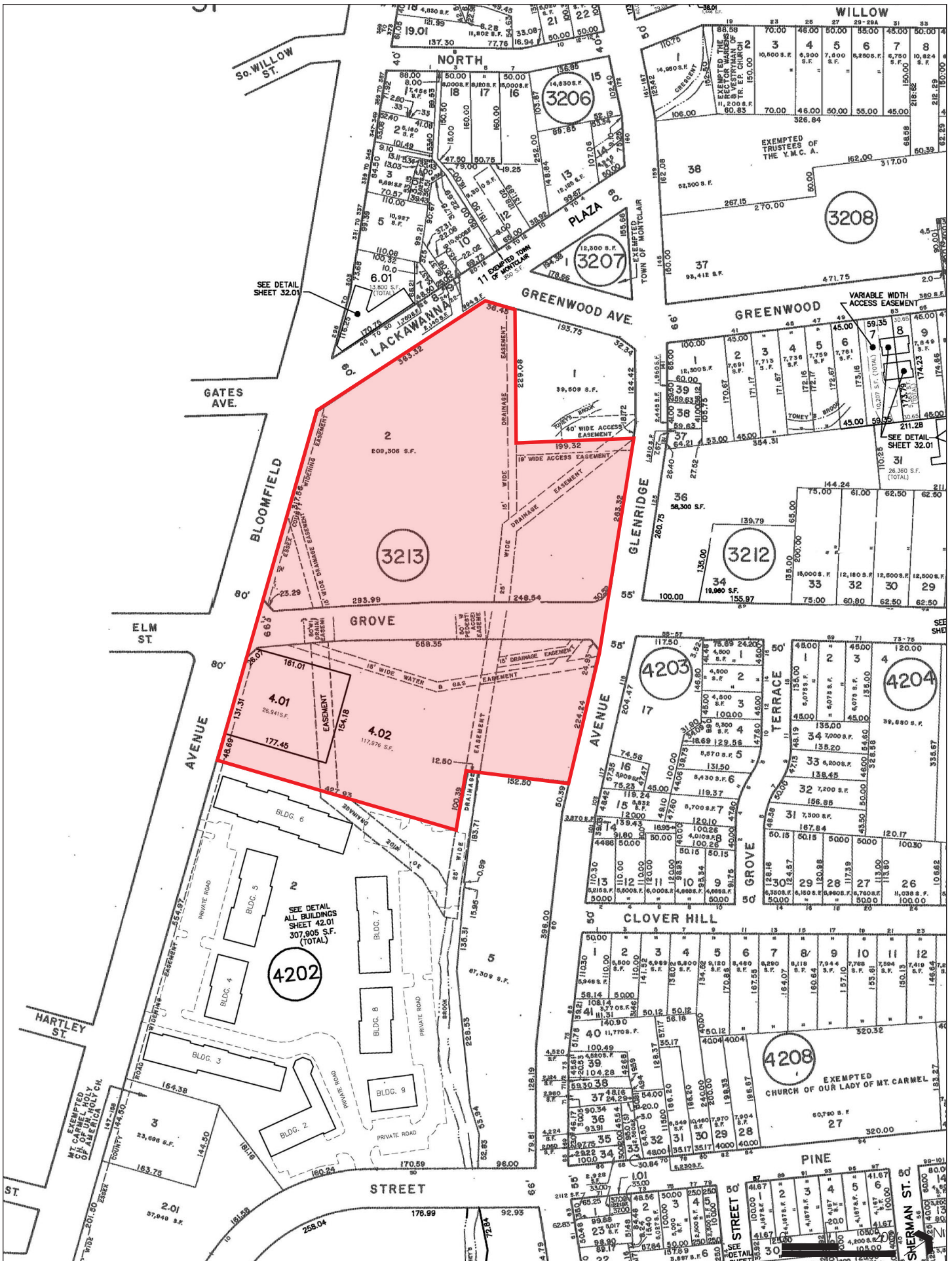


FIGURE 2: TAX MAP Lakawanna Plaza Redevelopment Plan | Township of Montclair, NJ
 PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC 2023

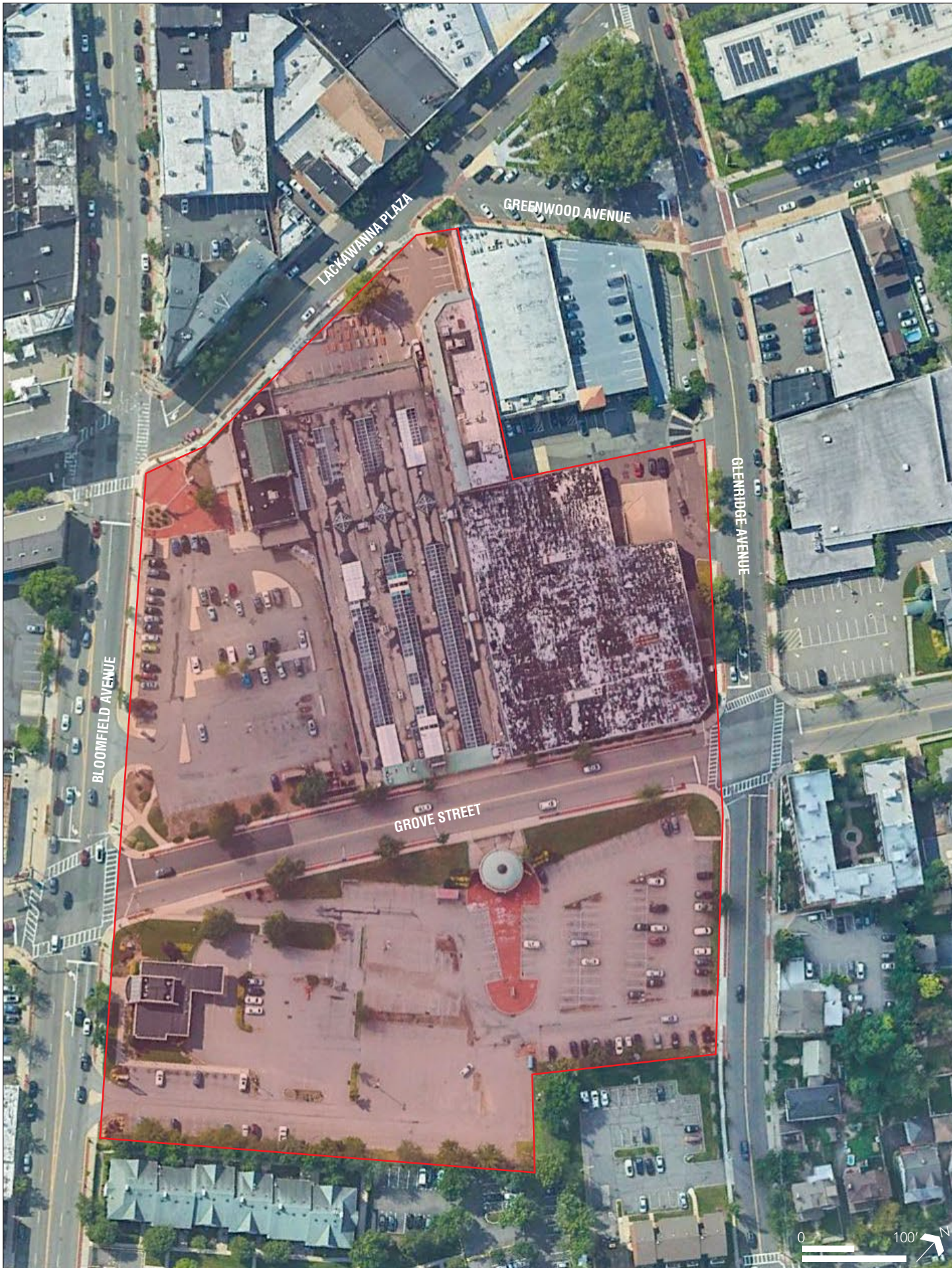


FIGURE 3: AERIAL Lackawanna Plaza Redevelopment Plan | Township of Montclair, NJ
PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC 2023

I.D Context

I.D.1 Site

The Redevelopment Area is over eight acres in area and consists of three tax lots. The area is characterized by a large amount of surface parking, with substantial setbacks on the north side of Bloomfield Avenue. The combination of significant setbacks from the street, abundance of surface parking and the low-scale one-story buildings are not characteristic of downtown Montclair. For the purposes of this plan, the Redevelopment Area has been divided into two “parcels” separated by Grove Street.

On the west side of Grove Street, Block 3213, Lot 2 (the “west parcel”) is 4.79 acres in area and includes a historic train station building now occupied by a restaurant, a vacant approximately 20,000 square foot office building, a vacant former Pathmark supermarket and an enclosed, nearly abandoned shopping mall. The former Delaware Lackawanna & Western railroad terminal located on the west parcel was originally constructed in 1913. Train service to the terminal ended in 1981 when the station was relocated a short distance to the east. A few years later, the former terminal was expanded and converted to use as a shopping mall anchored by a supermarket. A number of historic components of the 1913 terminal were retained in this renovation, including the waiting room building, certain of the steel stanchions which historically supported the concrete canopies that sheltered the train platforms, an ornamental horse watering trough and a staircase connecting the former track level to Grove Street. This shopping center has declined over the years and is now largely vacant. As depicted in Figure 4, the Lackawanna Plaza Redevelopment Area is within the Township’s Town Center Historic District and the railroad terminal is listed on the National Register of Historic Places.

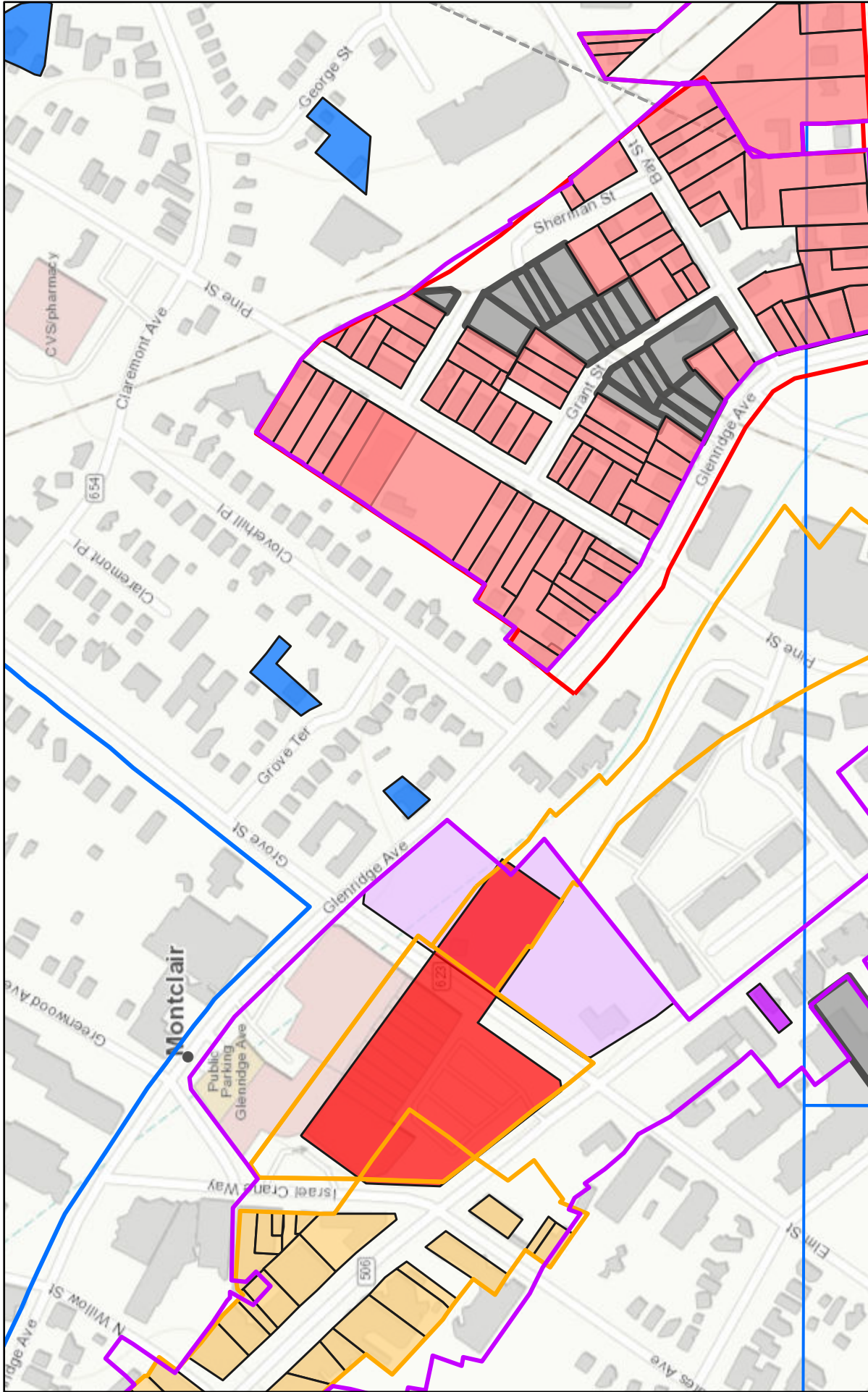
The property on the east side of Grove Street, Block 4202, Lots 4.01 and 4.02 (the “east parcel”), is 3.44 acres in area. It is developed with surface parking serving the retail uses on the west parcel. A pedestrian tunnel under Grove Street connects the development on the west parcel with the parking lot on the east parcel. A freestanding drive-through branch bank on a separate tax lot (Lot 4.02) was added in recent years at the intersection of Bloomfield Avenue and Grove Street.

As illustrated in Figure 5, the topography of the property creates a bowl in which the lowest point is near the existing pedestrian underpass, which is roughly 11-12 feet – approximately equivalent to one typical residential story – below Grove Street. From certain points within Bloomfield Avenue, the central portion of the property is roughly 8-10 feet lower in elevation. Similarly, the elevation at the intersection of Glenridge Avenue and Grove Street is approximately 8 feet higher than the low point of the property. This bowl-like condition of the property makes it suitable to accommodate additional building mass in a manner that minimizes apparent bulk as viewed from the surrounding area and thereby provides additional open space opportunities within the property.

The area north of the subject property is located within a flood hazard area as shown in Figure 6. According to the current owner of the subject property and the owner of the adjacent property at One Greenwood Avenue (Block 3213, Lot 1), a portion of the Redevelopment Area appears to be located in a flood hazard area pursuant to the recently amended Flood Hazard Area Control Act regulations, which were effective July 17, 2023. This area is depicted as a proposed flood hazard area on Figure 6. The precise regulatory limits of the flood hazard

area will be confirmed by NJDEP and the implementation of the Redevelopment Plan within the flood hazard area will be subject to NJDEP permitting requirements.

The property is traversed by multiple stormwater, water and gas lines. Among other things, what was Toney's Brook was rerouted into an underground concrete culvert that is 8.5 feet tall and 20 feet wide which follows Glenridge Avenue and crosses the northeast corner of Lot 4.02 in Block 4202. This culvert was relocated to its present location as part of the improvements to the site in the 1980's. The drainage easements include a 15-foot wide/5-foot tall culvert; a 15-foot wide/7-foot tall culvert; a 7.5-foot wide/4.5-foot tall culvert; and a 36-inch pipe. An easement containing a water and gas line is located on the east parcel.



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- NJ Historic Districts Locally Designated NJ Historic Properties Eligible HD
- Listed Identified Listed INDV Local Landmark
- NR Eligible Listed HD Locally Designated HD

1:4,514
 0 0.03 0.06 0.11 mi
 0 0.04 0.09 0.18 km
 NYC OpenData, State of New Jersey, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

NJ DEP, Historic Preservation Office
 NYC OpenData, State of New Jersey, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA | NJ DEP | NJ Office of Information Technology (NJ OIT), Office of Geographic Information Systems | NJ DEP | New Jersey Office of Information Technology (NJ OIT), Office of Geographic Information Technology, Office of GIS (NJ OGIS);

FIGURE 4: HISTORIC DESIGNATIONS Lackawanna Plaza Redevelopment Plan | Township of Montclair, NJ
 PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC 2023

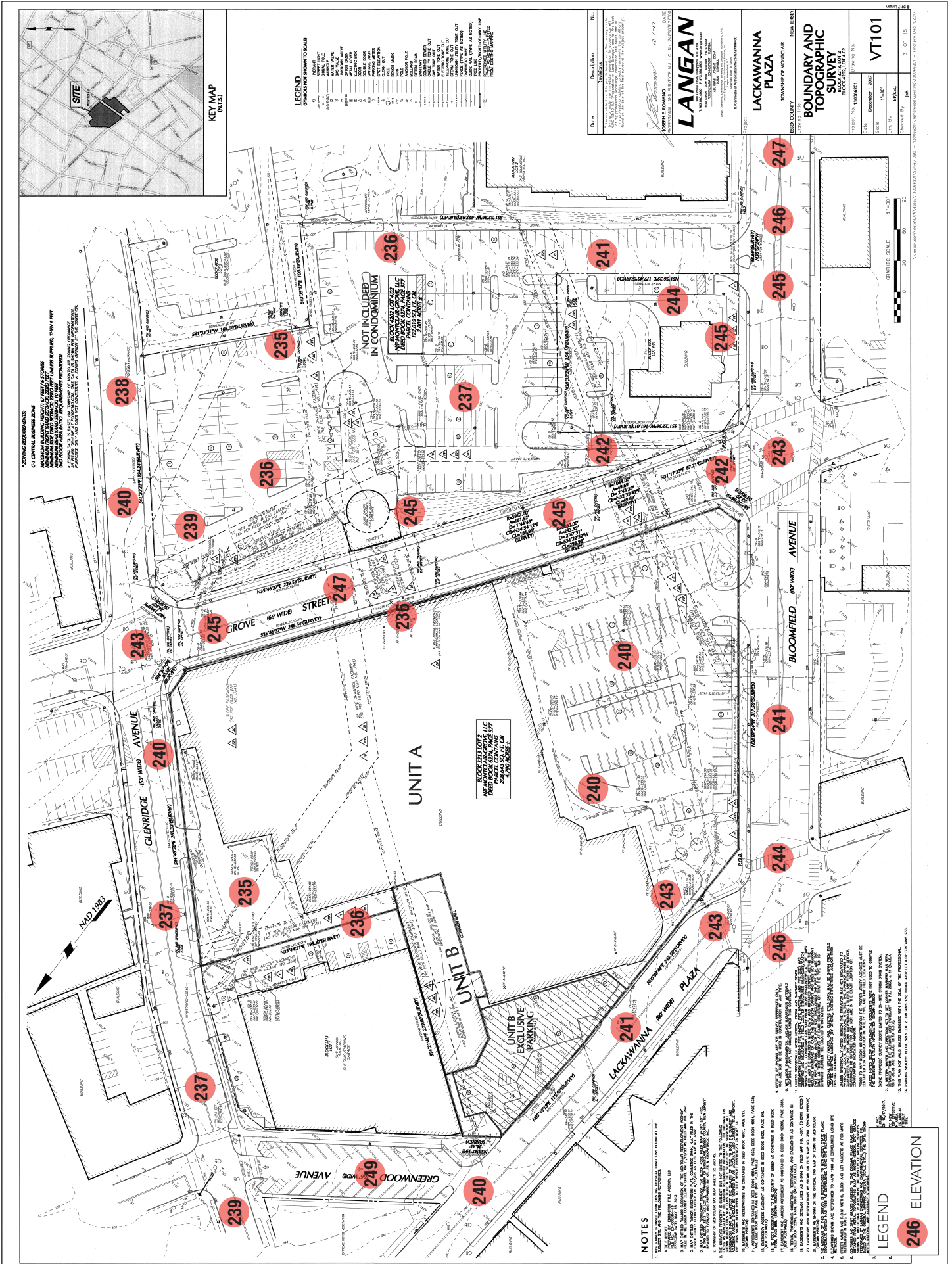


FIGURE 5: EXISTING TOPOGRAPHY Lackawanna Plaza Redevelopment Plan | Township of Montclair, NJ
 PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC 2023



FIGURE 6: PROPOSED FLOOD HAZARD AREA DESIGNATION

Lackawanna Plaza Redevelopment Plan | Township of Montclair, NJ
 PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC 2023
 SOURCE: Montclair Township Department of Planning and Community Development

I.D.2 Surrounding Area

The Redevelopment Area is located at the crossroads of two major roadways, Bloomfield Avenue and Grove Street. The site sits just east of the core of Montclair Center, the Township’s central business district. New Jersey Transit’s Bay Street Station on the Montclair-Boonton railroad line is a short distance to the east. A diverse mix of uses is located in the vicinity of the site, including retail and other commercial, residential, office, public and institutional uses. Adjacent institutional uses include the Geyer Family YMCA and the post office on Glenridge Avenue, as well as the Charles Bullock School on Grove Street. Union Gardens, located at the corner of Greenwood Avenue and Glenridge Avenue, is a 4-story multi-family building containing 87 dwelling units. The Montclair Mews, a gated residential community developed in the 1980’s and 1990’s, is located directly east of the redevelopment area and is comprised of a mix of two- and three-story townhouses and multi-family buildings.

Crane Park, located at the corner of Glenridge Avenue and the street called Lackawanna Plaza, provides an attractive gathering space and focal point for this area. The west side of the street called Lackawanna Plaza and Bloomfield Avenue contain commercial and mixed-use buildings ranging between 1- and 3-stories in height. The buildings along the west side of the street called Lackawanna Plaza, which were originally occupied by automotive and light industrial uses, have been adapted in recent years to commercial and mixed-use buildings.

The site has frontage on two county roads, Bloomfield Avenue and Grove Street. The neighborhoods and commercial areas around the Redevelopment Area have been considered in the preparation of this Redevelopment Plan, with particular emphasis on minimizing potential impacts on surrounding areas from the redevelopment of the Redevelopment Area. The Redevelopment Plan considers the need for off-site improvements and mitigation.

I.D.3 Master Plan Recommendations

The Unified Land Use and Circulation Plan Element of the Township’s Master Plan was recently amended and discusses the Redevelopment Area. The Unified Plan recommends creating a redevelopment plan for Lackawanna Plaza that supports the revitalization efforts for the Lackawanna Plaza area and notes that a key component of this redevelopment plan is balancing preservation of the historic Lackawanna train station with providing a new state-of-the-art supermarket.¹ This redevelopment area is one of several strategic development nodes along the Bloomfield Avenue corridor that advances several objectives of the Unified Plan, including the following:

- Promote the use of form-based code to provide greater regulation of building bulk and form and to “concentrate density in appropriate nodes along Bloomfield Avenue and then reduce allowable uses and densities as one approaches adjacent neighborhoods.”

¹ Unified Land Use and Circulation Plan, revised June 2021, p. 75.

- Utilize density bonuses as a tool to ensure that development greater than the currently permitted height and density shall require complementary public improvements. Associated improvements tied to density bonuses may include, but are not limited to, sidewalk/pedestrian infrastructure upgrades, bicycle infrastructure, and public open space.²
- Enact land use regulations that promote sustainable development patterns” that ³:

directs “growth and development to where it is most beneficial (the train station areas and commercial districts) while simultaneously easing development pressure where it is least desirable (the residential neighborhoods”

Uses form-based code, or similar standards to ensure that new construction allows for appropriate levels of density in a walkable format that will enliven these centers, promote transit use, and is consistent with each center’s unique character.

Uses density bonuses and maximum height allowances to ensure that new development provides complementary public improvements.

The Master Plan suggests a flexible approach to redevelopment, stating that “activity nodes are not and should not be uniform. Instead each node should be developed in a manner that is sympathetic to the character and scale of its surrounding areas while allowing construction to meet market demand.”⁴

The Unified Plan places properties that have not been redeveloped within the Montclair Center Downtown (C2) land use classification which recommends lower-scale compact development, with a maximum height of 4-stories and a maximum height of 47 feet. Many recommended features of the Redevelopment Plan fulfill objectives of the Master Plan for areas with the C2 classification:

- New development will front on Bloomfield Avenue and thus will be supported by high quality public realm amenities needed to carry a large volume of bus, bicycle, pedestrian and automotive traffic. An important objective for this district is to encourage continued investment in buildings, while maintaining the historic character and scale of the area. Adaptive reuse of buildings is encouraged.
- The density and height allowances in Montclair Center Downtown will permit increased commercial, office and residential development at a scale that is harmonious with the existing form. It will permit construction that ensures the existing fabric is not overwhelmed with new construction.
- Appropriate land uses include regional and local retail, Class A office space, residential elevator flats, regional entertainment venues, mixed-use buildings and structure parking. Flexibility in land uses reflect changing market conditions, yet continue to maintain a vibrant downtown.
- Maximum density of 55 dwelling units per acre.

² Unified Land Use and Circulation Plan, amended June 2021, p. 31.

³ Unified Land Use and Circulation Plan, amended June 2021, p. 28-29.

⁴ Unified Land Use and Circulation Plan, amended June 2021, p. 13.

- Street-to-building ratios are an option to ensure that new construction has similar vertical street walls heights as existing structures.
- New development should contribute to consistent street facades along Bloomfield Avenue while not drastically changing the character of well-established commercial corridors.
- Facades should be constructed with high quality materials while allowing for maximum first-story transparency.
- Buildings should use a blend of retail, office and residential uses with a high ratio of first-story windows. Residential and office development above retail stores is recommended.
- A mix and balance of uses that allows the district to be active during all times of the day and night is recommended.
- Parking should be to the rear of buildings within new parking decks and garages faced with liner buildings of retail and residential uses.
- The Master Plan calls for affordable housing goal of “20 percent of all dwelling units in projects creating five or more new units must be affordable. It also recommends that “in order to implement this goal, the Township should investigate zoning and/or other compensatory benefits that make the 20% set aside achievable. Additional “workforce housing” strategies that seek to provide housing for households earning 80% to 120% of area median income should also be investigated. Increases in density suggested by this Unified Plan could be considered as a compensatory benefit sufficient to support the required affordable housing set aside. The affordable units should be woven into the fabric of the new developments rather than developed in stand-alone projects.”⁵
- Significant gaps exist in the fabric of Bloomfield Avenue around Lackawanna Plaza They are currently underutilized and do not encourage pedestrian activity along the corridor.⁶
- “The Township should investigate the feasibility of using density bonuses as a tool to ensure that development greater than the currently permitted height and density shall require complementary public improvements.”⁷
- Redevelopment plans should address the following⁸:
 - Encourage short-to-medium length blocks and when long blocks are necessary, require publicly accessible cut-throughs.
 - Require that buildings front onto streets.
 - Establish strong building-street connections.
 - Ensure that buildings contribute to a continuous succession of facades.
 - Discourage off-street parking from fronting onto or being visible from the street.

⁵ Unified Land Use and Circulation Plan, amended June 2021, p. 46-47.

⁶ Unified Land Use and Circulation Plan, amended June 2021, p. 68.

⁷ Unified Land Use and Circulation Plan, amended June 2021, p. 31.

⁸ Unified Land Use and Circulation Plan, amended June 2021, pp. 32 – 33.

- Give developers incentives to provide their residents with alternatives to individual car ownership.
- Establish appropriate sidewalk widths.
- Define permitted uses according to generic categories.
- Ensure that high-quality pedestrian amenities are provided.
- 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 Unified Plan 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.”⁹

In addition, the plan is consistent with the Township’s 2016 Master Plan Reexamination Report which maintained the policies in the Unified Land Use and Circulation Plan, but recommended the following new policies:

- Creating opportunities for open space in the central business district through use of increased setbacks and establishment of a parklet program;
- Continuing to support the creation of affordable housing through inclusionary development;
- Encouraging the use of renewable energy facilities and green building design;
- Establishing a mandatory 1% development fee for public art program;
- Creating a parking fund whereby applicants receiving parking deficiency variances pay a fee which will be used for parking improvements in the community;
- Evaluating alternatives to a shuttle bus that are more financially viable; and
- Continuing to support the installation of appropriate traffic calming devices in all commercial districts to improve mobility and pedestrian safety.

The above policies provide the framework for the land use and design standards set forth in this Redevelopment Plan.

I.D.4 Relationship to Montclair Zoning Ordinance

The Redevelopment Area is currently located in the C-1 Central Business zone district, which has two subdistricts. The west parcel is located in the Central Business-Center Area subdistrict and the east parcel is located in the Central Business-Community Area subdistrict. The existing zoning of the Redevelopment Area generally allows for the mix of uses found in the area and allows for a maximum building height of up to 67 feet and six stories, and a maximum density of 55 units per acre. The West Property is located in the C-1 Center zone which promotes traditional downtown shopping opportunities and prohibits residential and office uses on the first floor. The East Property is located in the C-1 Community zone which permits residential and

⁹ Unified Land Use and Circulation Plan, revised through June 2021., p. 34.

office uses on the first floor. Under the existing zoning, the 8.23-acre Lackawanna Plaza property could be developed for a total of 452 dwelling units if all of the existing commercial buildings, including the historic train station, are demolished and replaced with residential development.

This Redevelopment Plan shall supersede all provisions of the Zoning Ordinance of the Township of Montclair, except where specific provisions of the Zoning Ordinance are expressly indicated as being applicable within this Redevelopment Plan. Adoption of this Plan by the Township Council shall be considered an amendment to the Township of Montclair Zoning Map.

II GOALS AND OBJECTIVES

Process: This Plan builds on the knowledge gained from preparing a draft redevelopment plan for the property in 2017 which involved four public community meetings and multiple meetings with stakeholders over a two-year period. It also builds upon the experience gained from the site plan review process for a development application for this property that was approved in 2019. The Plan also is based on a recognition that the area is most in need of a supermarket as evidenced by the New Jersey Economic Development Authority (“NJEDA”) identifying the Lackawanna Plaza Area as being within a census tract group that is among the 50 food desert communities in the State.

Vision: This Plan envisions the redevelopment of the Redevelopment Area with a mix of uses that enlivens the eastern end of Montclair Center. The Plan includes standards for high-quality, pedestrian-oriented design, while respecting the historic character of the original Lackawanna Railroad Terminal site, including the Lackawanna Terminal Waiting Room and additional historic features and structures.

The Plan advances many of the objectives of the Unified Land Use and Circulation Plan, as follows:

- The Unified Plan encourages new development and a mix of uses at strategic nodes, using form-based code to achieve high-quality development that fits within the neighborhood context (p. 41).
- The Unified Plan encourages the use of public art to strengthen the “sense of place” and to highlight the heritage and character of neighborhoods (p. 54).
- The Unified Plan also recommends identifying areas that are appropriate for new office districts (p. 54).
- Larger development projects should include an evaluation of the impact of the proposed development to the local infrastructure (p. 60).
- Building setbacks should be required to ensure that increased density allowances do not result in cavernous streets that block light and air (p. 86)

II.A Overall

- Make the Redevelopment Area less of a barrier, and better connect it to the surrounding community.
- With the supermarket envisioned at the center of the Area, the Plan is designed to overcome the lack of visibility that the Township Council recognized in a 2014 Resolution was the reason for the failure of the former supermarket and mall.
- Create a vibrant place with a mix of uses that bring activity to the Redevelopment Area.
- Promote redevelopment opportunities that create a positive fiscal impact on Montclair, which will complement existing uses in the vicinity and improve the streetscapes within the Redevelopment Area.
- Provide a regulatory framework that fulfills the Township's vision for the Redevelopment Area while accommodating market preferences and reasonable economic factors.
- Preserve and enhance historic aspects of the Redevelopment Area through preservation and appropriate new development.
- Coordinate redevelopment efforts for the entire Redevelopment Area to minimize disturbance to surrounding residences and businesses during construction.

II.B Land Uses

- Provide a land use mix that results in a sustainable positive fiscal and social impact for the Township of Montclair.
- Ensure that one of the uses is a supermarket and encourage supportive food-related uses.
- Provide stores and services for local residents and workers while also drawing patrons from the broader community.
- Provide plazas and public gathering spaces at key locations, connected by walkways to and through the site.
- Provide mixed, multi-generational housing opportunities, with a variety of unit sizes ranging from small micro-units to larger three-bedroom units.
- Provide affordable housing, including workforce housing.
- Adaptively reuse historic elements into the redevelopment project.
- Encourage shared parking in structures that are hidden from view.
- Create programmable outdoor spaces that provide for year-round multicultural and multi-generational events.

II.C Design

- Require high-quality design and building materials that complement historic local design and materials.
- Provide visual breaks and pedestrian connections through the Redevelopment Area.
- Provide bulk and setback regulations that allow reasonable development but reduce building mass and minimize impacts on adjoining areas.
- Promote high-quality architectural design of new buildings that complements existing historic buildings in the Redevelopment Area and vicinity.
- Create an inviting and attractive pedestrian-oriented atmosphere at the sidewalk level.
- Enhance the public realm by providing an attractive and welcoming pedestrian environment through active first story uses and public spaces.
- Minimize the amount of street frontage devoted to driveways, parking garages and loading areas.
- A more specifically addressed in Section III.F, preservation and adaptive reuse of historic features and structures on the site is required to the extent possible.
- Establish view corridors that protect the visibility of important historic features.

II.D Mobility and Circulation

- Improve safety for all modes of travel and circulation - vehicles (cars, buses, taxis), pedestrians (patrons/shoppers, commuters, young and old), and bicycles.
- Provide multiple pedestrian connections to and through the Redevelopment Area that creatively use lighting, landscaping and design to create a pleasant walking experience.
- Improve connections to train stations and transit service.

- Activate Grove Street, making it less of a barrier and more of a connector for both sides of the development.
- Minimize traffic impact through appropriate design of driveways and parking and traffic calming improvements on area roadways.
- Provide a two-way bike lane along Glenridge Avenue as part of the Township’s planned bikeway connecting the Essex Hudson Greenway to Bloomfield Avenue.
- Preserve the pedestrian tunnel under Grove Street and ensure that it is accessible to the public.
- Comply with all relevant local, state and federal building code regulations and as required by the Americans with Disabilities Act (ADA) to provide accessibility to public and private spaces in the Redevelopment Area.

II.E Environmental Sustainability

- Encourage economic benefits through green site design, including green solutions to storm water management and use of pervious pavement.
- Reduce dependency on solo automobile trips by leveraging the Township's transit assets and encouraging walking and biking.
- Encourage active and passive “green” building technologies.
- Ensure the redevelopment project is compatible with the carrying capacity of the utilities servicing the Redevelopment Area.

III LAND USE AND DEVELOPMENT PLAN

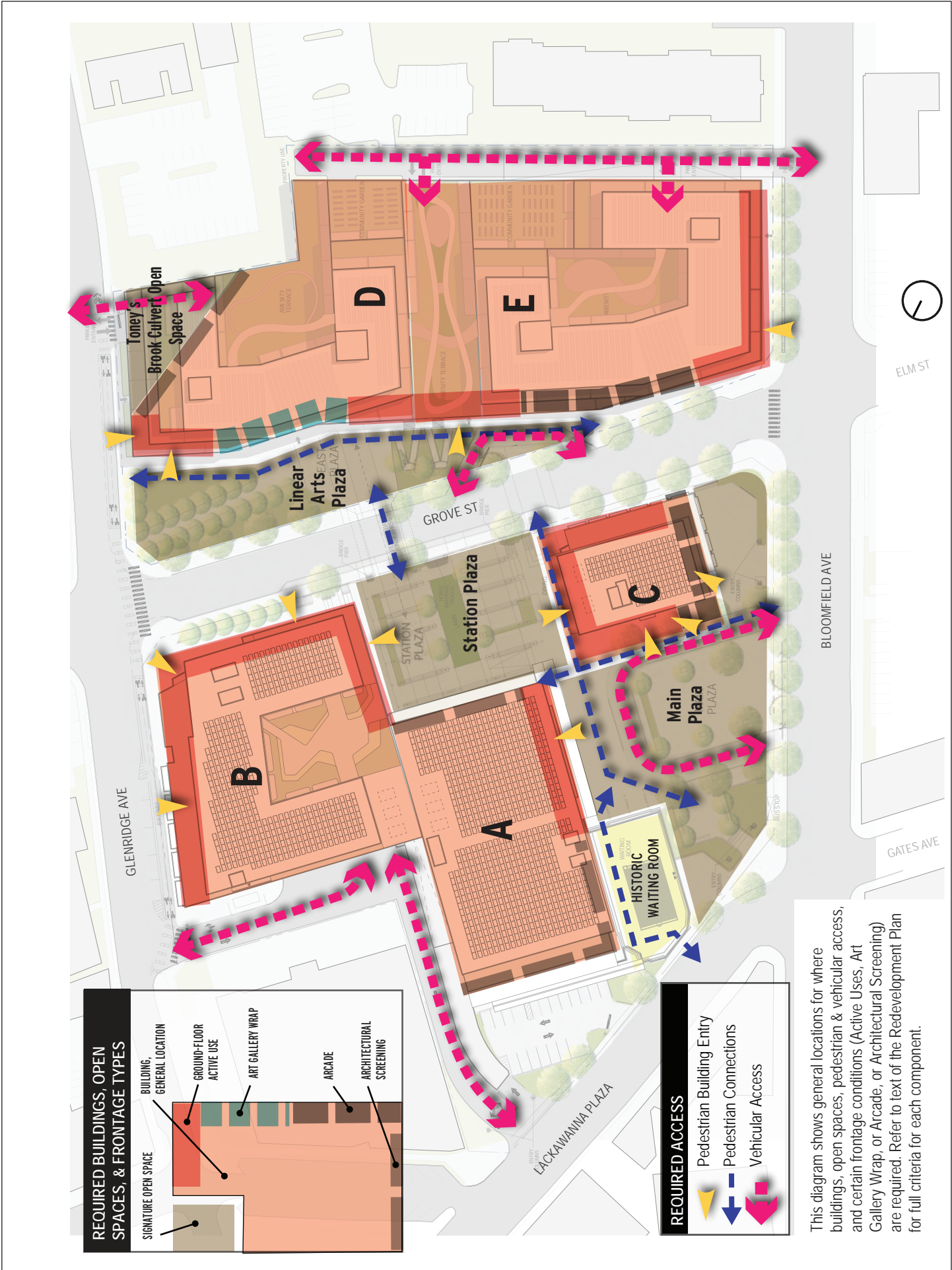
III.A Notes on Plan Terminology

Throughout this Redevelopment Plan, a meaningful distinction is made between “shall” and “should.” “Shall” or “must” means that a developer is required to comply with the specific regulation. “Should” means that a developer is encouraged to comply but is not required to do so. If the exact recommendation cannot be met, the Planning Board will entertain any modification that meets the underlying spirit and intent of the regulation and/or the Redevelopment Plan generally.

In this Plan, the areas on either side of Grove Street are referred to as the West Side and East Side.

III.B Regulating Plan

Figure 7, Regulating Plan, is referenced further below in the text, and represents in a general sense the overall configuration of buildings, open spaces, and circulation in the Redevelopment Area. It is not intended to depict an exact footprint of buildings, the exact size of required Signature Open Spaces, or the precise location of building and parking entries. Rather, it illustrates the major spatial patterns of the development. Additional details about these elements are provided below in Sections III.D.3, Yield, Height, Setbacks and Stepbacks; III.D.4, East Side: Separation between Residential Towers; III.D.8, Signature Open Spaces; III.D.9, Pedestrian Connections and Underpass; III.E.1, Pedestrian Entries and Transparency; III.E.2, Active and Engaging Building Frontages; and III.G.2, Private Open Spaces.



REQUIRED BUILDINGS, OPEN SPACES, & FRONTAGE TYPES

- SIGNATURE OPEN SPACE
- BUILDING GENERAL LOCATION
- GROUND-FLOOR ACTIVE USE
- ART GALLERY WRAP
- ARCADE
- ARCHITECTURAL SCREENING

REQUIRED ACCESS

- Pedestrian Building Entry
- Pedestrian Connections
- Vehicular Access

This diagram shows general locations for where buildings, open spaces, pedestrian & vehicular access, and certain frontage conditions (Active Uses, Art Gallery Wrap, or Arcade, or Architectural Screening) are required. Refer to text of the Redevelopment Plan for full criteria for each component.

FIGURE 7: REGULATING PLAN Lackawanna Plaza Redevelopment Plan | Township of Montclair, NJ
 PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC 2023

III.C Development Standards

III.C.1 Intent

WEST SIDE

- Provide a new state-of-the-art supermarket with modern amenities, including extensive prepared food offerings and area with dining tables and chairs.
- As more specifically addressed in Section III.F, maintain and protect existing historic resources including the historic station Waiting Room and the Terminal Shed. Encourage reuse of historic features such as the illuminated perimeter Masonry Piers, Horse Water Trough, and Train Platform Canopies with their distinctive concrete roofs and supporting steel columns (aka “stanchions”). Preserve all such elements in their current location or relocate to other suitable locations on site as permitted in this Plan.
- As more specifically addressed in Section III.F, preserve elements of, and views to, what remains of the Terminal Shed, the covered passage facing Lackawanna Plaza (the road), extending north from the historic station Waiting Room building to the historic location of the train tracks. Any new building bordering the Terminal Shed and Waiting Room shall be set back and separated in order to accentuate the Terminal Shed and the historic Waiting Room building.
- Provide open space between the supermarket and Bloomfield Avenue in a manner that will preserve sight lines to the historic station Waiting Room building.
- Provide a well-designed circulation pattern through the Redevelopment Area, offering views of different historic features of the site.
- Provide windows on the supermarket frontage facing Bloomfield Avenue.
- Require all loading to occur onsite and in a manner that hides the loading and mechanical equipment from adjacent streets or use design features intended to mitigate impacts on the view.
- Require an activated street frontage and attractive buildings facades along Grove Street and Glenridge Avenue.
- Prohibit surface parking between buildings and Bloomfield Avenue, except for limited short-term parking and pick-up and drop-off activities.
- Limit vehicular access from Bloomfield Avenue and Grove Street to right-in/right-out movements to maintain safe traffic flow.
- Permit vehicular access from Bloomfield Avenue (maximum of one curb cut or two curb cuts for one-way circulation), Lackawanna Plaza (maximum of two curb cuts) and Glenridge Avenue (maximum of two curb cuts).
- Continue to utilize the existing small parking lot on the street called Lackawanna Plaza.
- Relocate the existing taxi stand from the street called Lackawanna Plaza.
- Require traffic calming improvements such as bumpouts and enhanced crosswalks to improve pedestrian safety in locations adjacent to the buildings in the Redevelopment Area.

EAST SIDE

- Allow multifamily residential development above a mix of parking, retail and supporting uses, with generous setbacks from Grove Street.
- Provide on-site recreation for residents of the development.
- Permit complementary nonresidential uses, such as office and retail uses.
- Activate the Grove Street frontage with active public spaces and uses.
- Permit vehicular access from Bloomfield Avenue (maximum of one curb cut), Grove Street (maximum of two curb cuts) and Glenridge Avenue (maximum of two curb cuts).
- Create a pick-up and drop off on the East side of Grove Street.
- Maintain emergency fire access to adjacent properties to the east.
- Require traffic calming improvements such as bumpouts and enhanced crosswalks to improve pedestrian safety.

III.C.2 Permitted Uses

PERMITTED PRINCIPAL USES

- Supermarkets
- Multi-family residential dwellings
- Offices, including general or business, professional, government, and medical offices
- Community meeting rooms and other indoor civic space for public use
- Retail
- Event and exhibition spaces
- Restaurants and other eating and drinking establishments, with the exception of drive-through restaurants, including a food court or events spaces associated with the arts and entertainment industry subject to the prohibitions contained in the zoning ordinance, that feature small scale music or other performance spaces
- Brewpubs, distilleries, or other similar direct to consumer retail establishments
- Banks and other financial institutions
- Educational establishments
- Health or fitness clubs
- Art studios and galleries
- Public open space including plazas, parks, and other passive recreation areas
- Businesses conducted in a structure, kiosk, or mobile enclosure, within an arcade or open space, with utility infrastructure in place to support programming and events on a temporary or permanent basis, for activities that activate the street level experience, such as: food trucks / food vending, retail kiosks, pop-up markets, community fairs and outdoor art installations

PERMITTED CONDITIONAL USES

- Short-term rental units, meaning multifamily dwelling units that may be suites, for rental to the public with or without meals. Accessory services and amenities offered by the facility, for the use of occupants of short-term rental units, shall be available to all dwelling units in the building and may include, but not be

limited to: (a) indoor facilities and services consisting of a leasing center, front desk with package delivery storage, lobby/lounge/gallery, maintenance facilities, and a business center (which shall contain a business lounge, computer center, telecommunications facilities), and fitness center; and (b) outdoor amenities consisting of a courtyard, meeting areas with outdoor furniture, and barbeque facilities. Other permissible amenities include a restaurant and/or café, spa and/or retail sales, and indoor storage facilities. Short-term rental units shall be subject to a municipal hotel occupancy tax in accordance with the terms of the Redevelopment Agreement. None of the required affordable or workforce housing units shall be short-term rental units.

Short-term rental units shall be subject to the following conditional use requirements.

- The suites/occupancy units shall be contracted for no less than 3 days and no longer than 90 days.
- The maximum number of such short-term rental units shall be not more than 10 percent of the market-rate dwelling units in the Redevelopment Redevelopment Area.

PERMITTED ACCESSORY USES AND STRUCTURES

- Off-street parking facilities
- Electric vehicle charging stations
- One residence per building for a maintenance or supervisory employee
- Outdoor dining and sidewalk dining seating areas for adjacent restaurants, bars, and other food-related uses
- Art installations
- Other uses that are customarily accessory to the permitted principal use, provided that they are subordinate to the principal use, do not change the character of the principal use, and serve only the principal use, including but not limited to:
 - Amenity spaces such as fitness centers, recreation or community rooms, game rooms, business centers, swimming pools and hot tubs, and locker rooms
 - Storage facilities and mail rooms
 - Bicycle parking facilities
 - Dog wash facilities
 - Outdoor deck and terrace amenity spaces

PROHIBITED USES

Drive-through facilities of any kind are prohibited, including those associated with banking, pharmacies, or restaurants

ANTICIPATED USE BY BUILDING

For purposes of clarity in this Redevelopment Plan, the following principal uses are anticipated for each of the five permitted buildings. This information is not binding and subject to change. The use of the Historic Station Waiting Room shall be limited to events, exhibitions and similar uses.

West Side

- Building A: office and supermarket
- Building B: residential, office and retail
- Building C: office and retail

East Side

- Building D: residential and retail
- Building E: residential and retail

III.D Bulk and Yield

III.D.1 Affordable and Workforce Housing Requirements

A total of 20 percent of all dwelling units for which a site plan is approved for development are required to be set aside as affordable for very low-, low- and moderate-income households. Calculation of the 20 percent set aside shall include all short-term rental units, but no short-term rental units shall be designated as an affordable unit. The affordable units shall be designed, marketed and administered in accordance with all applicable state and local affordable housing rules and regulations. Tenants of affordable units shall not be charged additional fees for parking and amenities.

In addition, 10 percent of all dwelling units for which a site plan is approved for development will be set aside as workforce housing, meaning the units will be affordable to households earning between 80 percent and 120 percent of the area median income (AMI). Calculation of the 10 percent set aside shall be based on dwelling units for which a site plan is approved for development including all short-term rental units, but no short-term rental units shall be designated as a workforce unit. AMI shall be based on the regional income limits approved annually by the Affordable Housing Professionals of New Jersey (AHPNJ). The marketing and administration of workforce housing units shall be identical to that of the low- and moderate-income units, except as modified by the terms of the Redevelopment Agreement. Other forms of benefits, both onsite and offsite, should be evaluated and explored. The Township's local preference requirement shall be applicable to all affordable and workforce housing dwelling units.

III.D.2 Impervious Lot Coverage

As a point of reference, the impervious coverage of the Redevelopment Area in its existing condition is approximately 88%. The impervious lot coverage for development pursuant to the Redevelopment Plan shall be less than the preconstruction impervious coverage, as measured for the entire Redevelopment Area as a whole.

Pervious paver systems shall be counted as pervious coverage for purposes of calculating impervious coverage.

III.D.3 Yield, Height, Setbacks and Stepbacks

NUMBER OF BUILDINGS

A total of five new buildings are permitted in the Redevelopment Area, designated "A" through "E," with building A, B, and C being on the West Side, and buildings D and E on the East Side.¹⁰ Buildings A and B

¹⁰ Technically, Buildings A and B and Buildings D and E may be considered single buildings per building code because they are physically connected. However, Buildings A and B and Buildings D and E are treated as separate buildings in this Redevelopment Plan for purposes of regulating the use, design and massing of each structure.

may be connected on the lower levels for purposes of parking circulation and service access. Buildings D and E may be connected on the lower levels as well, for purposes of parking circulation and service access.

MAXIMUM RESIDENTIAL YIELD

A maximum of 210 market-rate residential dwelling units are permitted within the Redevelopment Area. A minimum of 60 dwelling units, but no more than 20% of all units for which a site plan is approved for development, will be made available as affordable to very low-, low- and moderate-income households shall be provided. A minimum of 30 workforce housing units, but no more than 10% of all units for which a site plan is approved for development, shall be provided.

MINIMUM OPEN SPACE

Twenty percent (20%) of the overall Redevelopment Area shall constitute open space. Open space shall include all landscaped areas and hardscaped plaza areas.

SUPERMARKET

A supermarket with a minimum square footage of 30,000 square feet and a maximum square footage of 50,000 square feet of gross floor area shall be provided within Building A. A supermarket is defined as a large, self-service retail establishment selling a wide variety of food as well as other convenience and household goods which may include, but is not limited to, prepared foods for on-site and off-site consumption, flowers, gifts, pharmaceutical goods, cosmetics, pet supplies, pharmacies and eating areas.

MINIMUM NON-RESIDENTIAL GROSS FLOOR AREA

A minimum of 135,000 square feet of non-residential gross floor area shall be provided within the Redevelopment Area.

A minimum of 75,000 square feet out of the total requirement of 135,000 square feet of non-residential gross floor area shall consist of office space located within the West Side (Buildings A, B and C).

HEIGHT OF BUILDINGS.

Maximum permitted building height is provided in Table 1 below and also depicted in Figure 8, Height, Setbacks, and Stepbacks.

Measurement of Building Height

Building height in this Redevelopment Plan is controlled by two methods.

- *Building Line* - shall be measured from the mean finished grade along the building line to the deck level of a flat roof. “Mean” height shall be calculated at 10-foot intervals at the building line for the facades identified in Table 1 and illustrated in Figure 8.
- *Street Line* – shall be measured from the mean finished grade along the property line adjacent to the building façade to the deck level of a flat roof. “Mean” height shall be calculated at 10-foot intervals at the property line for the facades identified in Table 1 and illustrated in Figure 8.

Height Exceptions

Exceptions to the maximum height requirements in the Montclair Zoning Ordinance (Section 347-23) will be applicable to the Redevelopment Area. In addition, the maximum height of a penthouse/bulkhead for mechanical or circulation purposes shall be 15 feet above the deck height of the roof, except for cooling towers to be no higher than 20 feet which shall be set back a minimum of 20 feet.

Table 1 sets forth the maximum height requirements for the Redevelopment Area. These requirements are visually depicted in Figure 8.

Table 1. Maximum Height Requirements

BUILDING	STREET FRONTAGE	MAXIMUM NUMBER OF STORIES	MAXIMUM HEIGHT AT BUILDING LINE	MAXIMUM HEIGHT AT STREET LINE
A	BLOOMFIELD AVE	6	88.5 FEET	85 FEET
	GROVE ST	6 STORIES	89.5 FEET	80 FEET
	LACKAWANNA PLZ	6 STORIES	87 FEET	87 FEET
	HISTORIC WAITING ROOM	6 STORIES	88.5 FEET	N/A
	BLOCK 3213, LOT 1	6 STORIES	87 FEET	N/A
B	GLENRIDGE AVE	5 STORIES	76 FEET	76 FEET
	GROVE ST	6 STORIES	86 FEET	83 FEET
	BLOCK 3213, LOT 1	6 STORIES	86 FEET	N/A
C	BLOOMFIELD AVE	5 STORIES	75 FEET	74 FEET
	GROVE ST	5 STORIES	76 FEET	69 FEET
	MAIN PLAZA	5 STORIES	76 FEET	N/A
D	GLENRIDGE AVE	5 STORIES	67 FEET	67 FEET

BUILDING	STREET FRONTAGE	MAXIMUM NUMBER OF STORIES	MAXIMUM HEIGHT AT BUILDING LINE	MAXIMUM HEIGHT AT STREET LINE
	GROVE ST	5 STORIES	67 FEET	62 FEET
	TONEY'S BROOK CULVERT	5 STORIES	67 FEET	67 FEET
	EASTERLY PROPERTY LINE	5 STORIES	67 FEET	67 FEET
E	BLOOMFIELD AVE	5 STORIES	60 FEET	60 FEET
	GROVE ST.	5 STORIES	60 FEET	60 FEET
	EASTERLY PROPERTY LINE	5 STORIES	60 FEET	60 FEET

BUILDING SETBACKS AND UPPER-STORY STEPBACKS

Table 2 sets forth the minimum required building setbacks and upper-story setbacks. These requirements are also depicted in Figure 8.

- A setback is the distance between the building and the property line. The only elements that may project into the minimum setback are ground-floor canopies and awnings and hanging signs, as well as Juliette balconies which are permitted to extend up to 3 feet into any required setback area.
- A stepback is the distance between the façade of the story that is stepped back to the outermost façade plane of the building. Juliette balconies and roof overhangs are permitted to extend up to 3 feet into any required upper-story stepback area.

TABLE 2. MINIMUM SETBACK AND STEPBACK REQUIREMENTS

BUILDING	STREET FRONTAGE	FIRST-STORY/GROUND FLOOR SETBACK	MID-STORY (2-4) STEPBACKS	UPPER-STORY STEPBACKS (5+)
A	BLOOMFIELD AVE	SEE FIGURE 9	8 FEET ¹¹	12 FEET
	GROVE ST	118 FEET	0 FEET	12 FEET
	LACKAWANNA PLZ	30 FEET	13 FEET	29 FEET
	HISTORIC WAITING ROOM	22 FEET ¹²	N/A	N/A
	BLOCK 3213, LOT 1	18 FEET	N/A	N/A
B	GLENRIDGE AVE	13 FEET	0 FEET	5 TH – 20 FEET 6 TH – 100 FEET
	GROVE ST	20 FEET	0 FEET	5 FEET
	BLOCK 3213, LOT 1	46 FEET	N/A	N/A
C	BLOOMFIELD AVE	38 FEET	0 FEET	10 FEET
	GROVE ST	2 FEET	0 FEET	0 FEET
	MAIN PLAZA	N/A	4 TH /5 TH - 18 FEET	

¹¹ A decorative architectural screen is required for stories 2-4 to screen the parking garage in Building A. The screen shall be permitted to project 2 feet into the required stepback of 8 feet for stories 2-4. In addition, it is anticipated that a vertical circulation core containing elevator(s), stairs and/or escalators will be provided along the Bloomfield Ave façade of Building A. This element, which shall not exceed a linear width of 45 feet, shall be exempt from the mid-story stepback requirements for Building A.

¹² The 22 feet shall be measured from the double height face of the Historic Waiting Room Building to Building A.

LACKAWANNA PLAZA REDEVELOPMENT PLAN | TOWNSHIP OF MONTCLAIR

BUILDING	STREET FRONTAGE	FIRST-STORY/GROUND FLOOR SETBACK	MID-STORY (2-4) STEPBACKS	UPPER-STORY STEPBACKS (5+)
D	GLENRIDGE AVE	10 FEET	15 FEET	25 FEET
	GROVE ST	10 FEET	0 FEET	10 FEET
	TONEY'S BROOK CULVERT	0 FEET	5 FEET	10 FEET
	EASTERLY PROPERTY LINE	0 FEET	5 FEET	10 FEET
E	BLOOMFIELD AVE	10 FEET	0 FEET	10 FEET
	GROVE ST.	10 FEET	0 FEET	10 FEET
	EASTERLY PROPERTY LINE	30 FEET	0 FEET	17 FEET

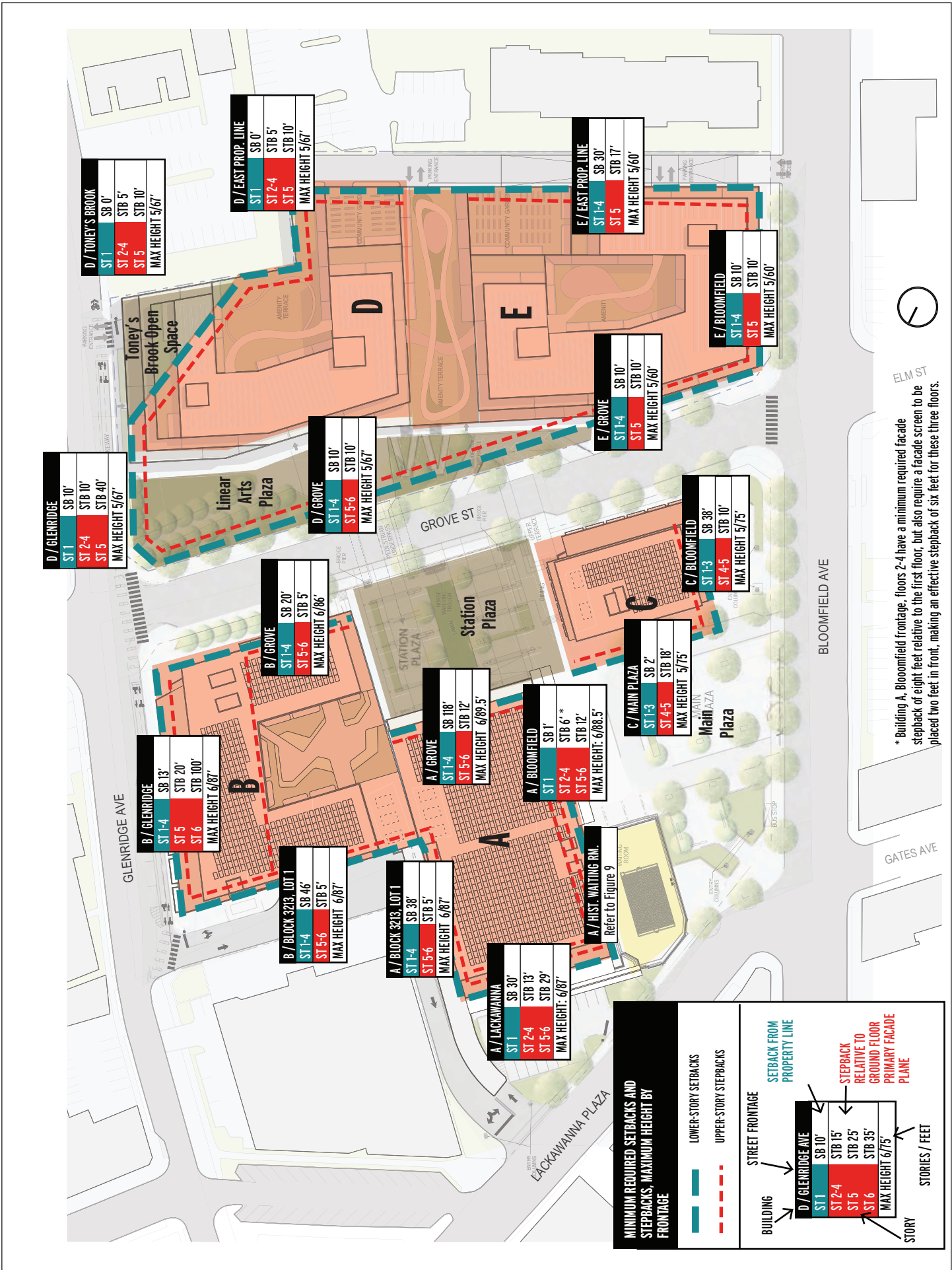


FIGURE 8: MASSING REQUIREMENTS
 Lackawanna Plaza Redevelopment Plan | Township of Montclair, NJ
 PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC 2023

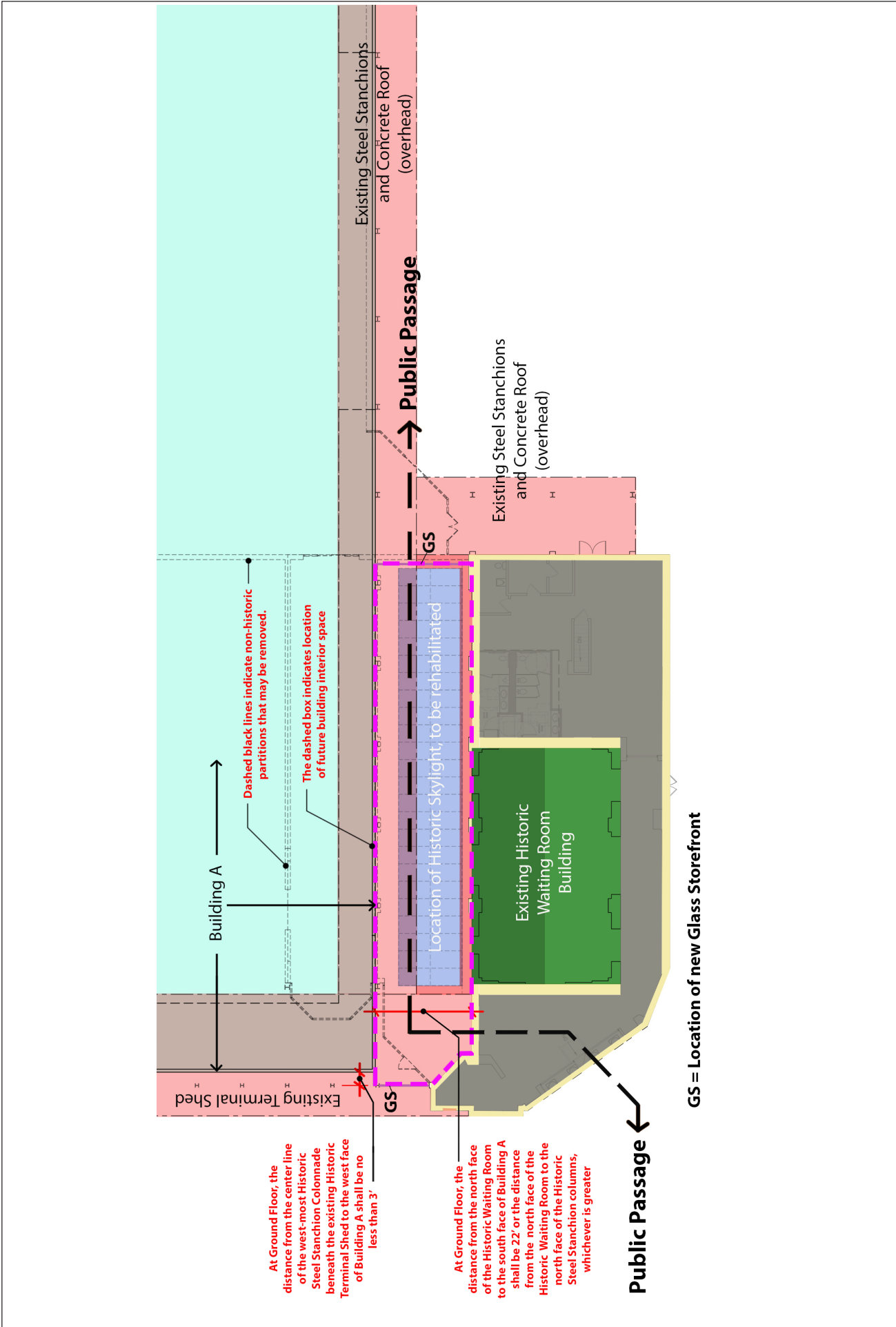


FIGURE 9: SETBACK REQUIREMENTS FOR HISTORIC WAITING ROOM AND BUILDING A Lackawanna Plaza Redevelopment Plan | Township of Montclair, NJ
 PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC 2023
 SOURCE: smithmaran architecture+interiors llc

III.D.4 East Side: Separation between Residential Upper Floors

At least 50 feet of separation shall be provided for light and air between the upper residential floors (i.e., above the connected garage and common space) of Buildings D and E. This open area shall be landscaped and decoratively hardscaped as a private terrace open space for building residents. Amenity spaces with a high proportion of glazing in each residential tower should front onto the terrace open space in order to enhance visibility and create a sense of ownership.

III.D.5 Vehicular Parking Requirements

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 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.

TABLE 3. PARKING RATIOS FOR INDIVIDUAL USES

USE	REQUIREMENT
Multifamily dwellings	1.1 spaces per unit
Supermarkets and office, including medical office	1 space per 250 sq. ft. of gross floor area
Restaurants	1 space per every 3 seats
All other uses	3 spaces per 1,000 sq. ft. of gross floor area

2. *Adjust for shared parking.* The minimum parking requirement for each use shall be multiplied by the “occupancy rate” as indicated in Table 4.

TABLE 4. PARKING OCCUPANCY RATES FOR SHARED PARKING

USES	MONDAY-FRIDAY			SATURDAY-SUNDAY		
	9AM-6PM	6PM-12AM	12AM-9AM	8AM-5PM	6PM-12AM	12AM-8AM
Residential	60%	100%	100%	80%	100%	100%
Professional/Business Office /Medical Office/Banks	100%	20%	5%	5%	5%	5%
Retail/Commercial	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

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.

III.D.6 Electric Car Charging Facilities

Electric car charging stations or “Make Ready” parking spaces shall be provided in accordance with State law P.L. 2021, c. 171 (C.40:55D-66.18 through C.40:55D-66.20) regarding electric vehicle/service equipment (EVSE) and make ready parking spaces.

III.D.7 Bicycle Parking

Bicycle parking racks shall be provided within a secure, access-controlled room inside each building or garage at a minimum ratio of one indoor bicycle parking space for every 5 apartment units. Bicycle racks must be securely anchored and designed to allow the bicycle frame and one wheel to be secured.

Outdoor bicycle racks shall also be provided within 50 feet of each building’s primary pedestrian entry. Bicycle racks must be securely anchored and designed to allow the bicycle frame and one wheel to be secured.

Bicycle spaces shall be provided at a rate of 1 space per 2,500 square feet of non-residential gross floor area within the overall Redevelopment Area. The spaces can be provided through a combination of outdoor bicycle racks or indoor secured storage spaces.

III.D.8 Signature Open Spaces

Four signature open spaces shall be created for public use, according to the minimum standards below and as shown in Figure 7, Regulating Plan. While privately owned, these open spaces are intended to remain open for public use and access. These spaces may be used for short-term events, such as festivals, food trucks, concerts, which are free and open to the public except for community and non-profit fundraisers and no more than 25 private events per year. It shall also be permitted to include other areas of privately-controlled, publicly-accessible open space, such as outdoor dining areas associated with a restaurant, within the four Signature Open Spaces described below. Conceptual plans that provide a general depiction of the design intent for the various open spaces are included in the Appendix.

MAIN PLAZA ALONG BLOOMFIELD AVENUE

A publicly-accessible Main Plaza shall be provided with primary frontage onto Bloomfield Avenue. The minimum size of the Main Plaza shall be 35,000 square feet, exclusive of the driveway. The Plaza shall be fronted by buildings along at least 40 percent of its perimeter, and such buildings shall be located within 40 feet of the perimeter. Pedestrian entries to all buildings adjoining the plaza (Buildings A and C, and the historic waiting room structure) shall open onto the plaza. Buildings shall include high proportions of glazing on their first floors, so as to provide “eyes on the street” for the plaza. The plaza shall include areas of decorative hardscape and landscaping, fixed and/or moveable seating, and shade trees. A minimum of 25% of the Main Plaza area shall consist of non-hardscaped planted areas and shall include a lawn area of at least 2,500 square feet, similar to the conceptual plans included in the Appendix.

The plaza shall include a one-way vehicular loop from Bloomfield Avenue, with short-term parking spaces and pick-up/drop-off areas. The plaza should be designed as a shared space or piazza-style space that prioritizes pedestrians while also accommodating cars and other vehicles as needed. Vehicular drive aisles should be paved using distinct materials similar to that used for the plaza spaces, such as pavers or concrete. Vertical curbs should be avoided; instead, drive aisles should be defined using flush curbs, sloped curbs and/or changes in paving. Additionally, vertical elements such as bollards, lighting, trees, furniture or other elements should be used to prevent cars from leaving the drive aisles and parking lane. The driveway shall be excluded from the open space calculation.

STATION PLAZA ALONG GROVE STREET

The Station Plaza shall have frontage along Grove Street, but shall be located at its existing grade, which is approximately 11 to 12 feet below Grove Street. It is required to be a minimum of 15,000 square feet, and at least 100 feet long along each side. Buildings shall line three sides of the plaza. Pedestrian entries from Buildings B and C shall open onto the Station Plaza. The plaza shall include areas of decorative hardscape and landscaping, fixed and/or moveable seating, and shade trees. The plaza shall incorporate, as decorative design features, original historic elements from the train terminal, including the stanchions that supported the roof

structure. A minimum of 25 percent of the Station Plaza area shall consist of non-hardscaped planted areas, including a lawn area of at least 1,000 square feet, similar to the conceptual plan included in the Appendix.

The Station Plaza shall be connected via a pedestrian walkway underneath Grove Street to the Linear Arts Plaza on the East Side. See Section III.D.9, Pedestrian Connections and Underpass, below.

Figure 7 shows where Active Uses, Architectural Screening, or “Art Gallery Wrap” are required around the Station Plaza; refer to Section III.E.2, Active and Engaging Building Frontages, below. One side of the Station Plaza will be a blank wall of Building A’s grocery store, with no doors or windows; this area is required to have a visually interesting art, green wall or other architectural treatment to complement the plaza space.

Building C shall include a large area of dining seating bordering the Station Plaza; this dining area shall not be counted towards the minimum required size of the Station Plaza.

TONEY’S BROOK CULVERT OPEN SPACE

In order to avoid construction over the culvert, a passive open space area shall be provided within the setback area adjacent to Building D along Glenridge Avenue. This area shall include but not be limited to areas of decorative landscaping, shade trees and seating.

LINEAR ARTS PLAZA ALONG GROVE STREET

The Linear Arts Plaza shall be a long, narrow open space on the East Side with frontage along Grove Street and extending to Glenridge Avenue. It shall be a minimum of 16,000 square feet in area. At the pedestrian underpass, the Linear Arts Plaza shall be at least 60 feet deep (as measured between Grove Street and the facade of Buildings D and E). A minimum of 25 percent of the Linear Arts Plaza shall consist of non-hardscaped planted areas similar to the conceptual plan in the Appendix.

The Linear Arts Plaza shall be a pedestrian- friendly space and shall include terracing, ramps, and stairs to traverse the sloping grade along Grove Street, such that a portion of it links at-grade to the pedestrian underpass under Grove Street (see Section III.D.9, Pedestrian Connections and Underpass), and the northern end links at-grade to the Glenridge Avenue sidewalk. Such grade changes shall be artfully integrated into the design and landscaping.

Any portions of the parking garage for Buildings D and E that extend to the facade along Grove Street shall include a variety of measures to hide the parking and provide visually-engaging displays or artwork. For more on this requirement, refer to Section III.E.2, Active and Engaging Building Frontages.

Access and Circulation

III.D.9 Pedestrian Connections and Underpass

The following pedestrian connections are required:

- A pedestrian connection shall be provided from Grove Street to the historic Waiting Room Structure, incorporating stairs for the grade change from the Grove Street sidewalk to the Station Plaza level, and threading between buildings A and C.
- A pedestrian connection shall be provided from Bloomfield Avenue to the Station Plaza, between the Main Plaza and Building C.
- The existing pedestrian underpass below Grove Street shall be maintained at the grade of Station Plaza, connecting at-grade to a portion of the Linear Arts Plaza. The underpass shall be well-lit for pedestrian safety. A permanent easement shall be provided to ensure the underpass remains open to the public.
- A pedestrian connection shall be provided between the historic Station Waiting Room and Building A from Lackawanna Plaza to the Main Plaza.

III.D.10 Parking and Loading Access

DRIVEWAYS

In compliance with NJDEP regulations, where required, relevant ingress and egress points and driveways shall be designed so that residents and emergency vehicles can safely enter and leave the property during flood events.

GARAGE CONNECTIONS TO PUBLIC STREETS

No vehicular curb cuts leading to interior parking garage spaces are permitted along Grove Street and Bloomfield Avenue. For the West side, all garage access and loading shall be from driveways off Lackawanna Plaza and Glenridge Avenue which shall be shared with the property at One Greenwood Avenue (Block 313, Lot 1). The redeveloper shall provide an easement to the owner of Block 3213, Lot 1 to permit shared egress to Lackawanna Plaza via a new vehicular access drive. The existing easement that provides shared access from Glenridge Avenue to Block 3213, Lot 1 and the Redevelopment Area shall remain. For the East side, all garage access and loading shall be from driveways off Bloomfield and Glenridge Avenues.

LOCATIONS FOR SURFACE PARKING

All vehicular parking spaces shall be located within buildings. The only area where surface parking is permitted is on the north side of the grocery store, between the store and Lackawanna Plaza, where up to 20 spaces for short-term customer pick-up and delivery operations are permitted. Short-term parking is permitted in the driveway from Bloomfield Avenue and the driveway from Grove Street.

PEDESTRIAN SAFETY

Where a parking or loading driveway crosses a public sidewalk, textured paving and/or other design features shall be installed to warn drivers of pedestrians.

MASSING AND DETAILING OF GARAGE ENTRIES

Vehicular garage entries should be located within a bay that is dimensionally-distinct from adjoining bays via a change in plane, rather than being punched openings within a wider, flat facade. The garage entryway should be further highlighted within the facade such as by a projecting sheltering flat canopy, wall-mounted lighting, and attractive signage.

Any roll-down grates over garage entries should be visually permeable rather than solid, and should be recessed relative to the garage facade, to de-emphasize the garage and create shadow lines.

LOADING

No vehicular loading or driveways to internal loading docks are permitted within building facades facing public rights-of-ways or required Signature Open Spaces. However, such vehicular uses are permitted to face internal driveways and alleys.

Where possible, trash and recycling storage should be located at the interiors of buildings, not within facades facing public rights-of-ways or required Signature Open Spaces. If unavoidable in these locations, the entries to such uses shall be pedestrian-only and should include some form of glazing, high windows, and/or facade articulation for visual interest, rather than presenting a blank wall.

III.E Transparency and Activity

III.E.1 Pedestrian Entries

To provide a friendly and highly-transparent street frontage, the primary pedestrian entry to each building shall lead to a lobby with glazing occupying all or most of full height of the first level, with minimum glazed width of 30 linear feet. Primary entries should be highlighted in the facade by means of logical location within a bay, shelter from a projecting canopy or a recessed entry, fully-glazed doors and adjoining windows providing views into the building, and wall-mounted lighting.

Any secondary pedestrian entries should have a high proportion of glazing within the door and in the surrounding bay in order to create a friendly appearance.

Generous pedestrian pathways should link building entries to the nearest sidewalk of a public street or to a required Signature Open Space.

III.E.2 Active and Engaging Building Frontages

Figure 7 indicates areas where Active Uses, Art Gallery Wrap, Pedestrian Arcades, or Architectural Screening are required at the first story or at the story that is closest to the adjoining finished grade, as a means to provide activity, visual interest, variety, and screen internal parking areas.

ACTIVE USES

The amount of required Active Use frontage shall be calculated for each building face as designated in the Regulating Plan, and is as follows:

- West Side: active uses shall occupy at least 60 percent of each building face at the first story, as indicated in the Regulating Plan.
- East Side: active uses shall occupy at least 60 percent of each building face at the first story along Glenridge and Bloomfield Avenues. Active uses shall occupy at least 100 linear feet of the first story of Buildings D-E along the Linear Arts Plaza in which it is anticipated that the main residential lobby area will be provided.

Active uses include: retail stores, restaurants, office and residential lobbies, leasing offices, mail rooms, residential apartments, and indoor amenity spaces. Active uses do not include driveway access to parking and loading areas, nor parking garage spaces that extend to the facade.

ART GALLERY WRAP

The required Art Gallery Wrap is a full-height transparent space with a depth of at least eight (8) feet of usable depth which is intended for visual art installations to be enjoyed from the Linear Arts Plaza. As illustrated in Figure 7, the Art Gallery Wrap is envisioned for a portion of the first story of Building D that faces the Linear Arts Plaza.

PEDESTRIAN ARCADE

As shown in Figure 7, Pedestrian Arcades are envisioned for portions of the first story of Buildings C and E facing Grove Street. These areas are intended to provide a sheltered walkway for pedestrians.

The Arcade within Building E will function as a multipurpose space with utility infrastructure in place to support programming and events on a temporary or permanent basis, for activities that activate the street level experience, such as: food trucks / food vending, retail kiosks, pop-up markets, community fairs and outdoor art installations. Various treatments for the Building E Arcade are permitted and encouraged, provided that they create a well-lit, clean and safe environment with a feeling of visual interest and variety for pedestrians.

Examples include, but are not limited to:

- Providing a painted, applied, or textured mural, mosaic, or other artwork along the wall that engages the eye of passers-by.
- Creating a series of boxed-in display cases to showcase artwork and community messages.

UPPER-STORY PARKING GARAGE SCREENING

Given the sloping, terraced nature of the Redevelopment Area, parking is expected to fully extend to the building facade in some locations. Garage areas that extend to the facade on any floor facing public street frontages (but not private circulation driveways) or required open spaces (See Section III.D.8, Signature Open Spaces) shall be visually-screened by one or more of the following measures:

- Regularly-spaced punched openings at each garage level that echo or relate to the placement and pattern of windows in the portion of the building above. Ribbon-style window openings are not permitted. Areas of blank, solid, uninterrupted garage walls shall not exceed 10 feet in width. Garage openings may be fitted with glazing or with a high-quality metal mesh panel or decorative grille. Any grillwork or mesh panels used should have the highest level of visual permeability so as to permit visibility into the garage, provided it does not result in excessive headlight glare to the exterior. Grillwork and mesh panels should be either recessed relative to the surrounding facade or proud of the surrounding façade in order to create shadow lines and dimensionality.
- Garage facades may be fully wrapped with glazing, like a curtain wall. Said glazing shall include a variety of opacities, tint colors, textures, or other means to create visual interest within large areas of facade.
- Flat areas of garage facade may be enlivened with murals, mosaics, decoratively-textured or patterned materials, or other visual treatments.
- A decorative screen or scrim of metal mesh, perforated metal, or similar rigid and durable treatments may be installed on the garage facade. Selected treatment shall be of high-quality material, with artwork, colors, and/or textures that are visually engaging, and shall be maintained or replaced as needed to address wear and tear.
- Large areas of ribbon-style garage openings may be shielded and shaded by a green wall, a living screen of climbing plants. The selected plants must be able to provide color, texture, and screening abilities in all seasons, and shall be protected by a maintenance plan.

Examples of acceptable garage screening and façade design strategies are included in the Appendix.

III.F Historic Features and Structures

III.F.1 Preservation and Adaptive Reuse

The Redevelopment Area includes a number of historic features and structures. Historic elements of Lackawanna Plaza are identified and evaluated in the Plan based on input from the Historic Preservation Commission and other planning and architectural historians and experts during the course of the recent Planning Board consideration of the site plan application for the Redevelopment Area. Photographs of these elements are included in the Appendix.

The Plan calls for careful management of these historic elements and all such work shall be performed in accordance with the Rehabilitation Guidelines of the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties. To the greatest extent possible, all historic structures and features shall be retained in their original location. Because of the extensive detail for the treatment of historic elements provided in this Plan, any demolition of a building, structure or site within the Redevelopment Area is not required to obtain a Total Demolition Permit. For the treatment of historic elements associated with the 1912 Train Station that are not identified in this Plan but that may be uncovered and identified over the course of construction, including during site preparation, excavation, demolition, and building construction, refer to Section III.F.5 – Protection of Historic Assets.

- Waiting Room

- The Waiting Room is the two-story masonry structure fronting on Lackawanna Plaza (the road) and abutting the western-most portion of the Parcel, currently occupied by the Pineapple Express Restaurant.
- The exterior and interior of the historic Waiting Room, - formerly serving as the ticket office of the 1912 Train Station, sometimes referred to as the “head house,” - shall be preserved.
- The historic stone entry portico facing Lackawanna Plaza (the road) shall be restored to its original, open-air condition and permit public daytime access to the skylit passage space north of the Waiting Room, providing pedestrian connection through to the southern-most Platform Canopy fronting Building A.
- Skylit Passage
 - The Skylit Passage is located in the area immediately to the north of the Waiting Room, historically featuring a long skylight. At present, a historically-sympathetic skylight remains, along with portions of the historic concrete canopy that supported it.
 - Currently enclosed at either end, the space historically allowed for east-west pedestrian circulation between Lackawanna Plaza (the road) and the southernmost Platform Canopy. Additionally, it provided protection from the elements as passengers moved between the Waiting Room and the Terminal Shed.
 - The Skylit Passage shall be revived and adaptively re-used, allowing for a daytime public pedestrian route through the stone entry portico of the Waiting Room to the southern-most Platform Canopy. Due to an existing grade change within the Skylit Passage, a portion of the Skylit Passage may be set aside to provide a secured, ramped route to accommodate service and deliveries between a designated parking area at Lackawanna Plaza (the road) and Building A.
- Terminal Shed
 - The Terminal Shed consists of a steel colonnade and terra cotta-roofed structure, which comprise the western end of the historic train station. The Terminal Shed originally provided a covered walkway, facing the street now called Lackawanna Plaza, leading from the Waiting Room to the train platforms.
 - The western-most steel colonnade and terra cotta roof of the Terminal Shed shall be preserved.
 - The historic overhead steel roof trusses spanning from the western-most steel colonnade to the next column line shall remain intact and in place, or shall be de-installed and incorporated as a functional feature (eg, glazed clerestory band) into the ground floor façade of Building A.
- Platform Canopies
 - Four linear canopies served the original train tracks, protecting passengers from the elements as they boarded and exited the trains. Today’s indoor mall is defined by the space created by these canopies and the enclosing, overhead skylights introduced in the 1980s.

- The Platform Canopies have two parts: a cantilevered concrete roof with a distinctive butterfly cross-section and steel columns with cantilevered arms (stanchions) that support the concrete roofs.
- As set forth in the following bullets, all reasonable efforts shall be made to keep the Platform Canopies in their original location to avoid losing the context of the historic roofs and stanchions that defined the track waiting areas.
- The southernmost Canopy line, to the extent remaining in their original form along the Bloomfield Avenue side of the existing mall building, shall be preserved in place.
- Existing solid walls at the southernmost Canopy line facing Bloomfield Avenue shall be removed.
- The supermarket façade shall incorporate the southernmost Canopy line, without altering its historic fabric except for repairs-in-kind, and shall include windows facing the Main Plaza.
- With the exception of the southernmost Canopy line, portions of the Platform Canopies falling within the footprint of Building A, to the extent their condition permits, may be relocated within the Redevelopment Area, including re-use for integration into a potential bus shelter.
- For the purposes of preservation, historic clarity, and maintenance, no steel stanchion exposed to the elements shall be without a protective roof extending a minimum of 24” on either side of the cantilevered stanchion arms. Such protective roofing shall take the exact form of the historic butterfly roof cross-section and be composed of one of the following systems: reinforced concrete (left exposed from below), a glass-and-metal skylight, or a skylight incorporating non-fading translucent synthetic panels.
- Where steel stanchions are exposed to the elements and provided with protective roofing as described in the plan, roofing gaps between adjacent stanchions shall be filled in, maintaining the exact overall form of the historic butterfly roof cross-section, and be composed of one or more of the following systems: reinforced concrete (left exposed from below), glass-and-metal skylights, a skylight incorporating non-fading translucent synthetic panels, and rigid metal louvers and/or lattice.
- Horse Water Trough
 - The historic Horse Water Trough consists of a brick and concrete basin joined to a background masonry screen and once served as a source of water for horses providing transportation to and from the site. The water basin has been filled in with concrete.
 - The Horse Water Trough shall be adaptively re-used by being restored to working condition as an active decorative fountain and may, in its entirety, be relocated within the Redevelopment Area.
- Reinforced Concrete Stairs, Balustrade and Railing (from parking lot to Grove Street)
 - The southernmost train platform historically provided access, via this stair at its east end, to an elevated portion of Grove Street.
 - Grove Street has been lowered from its historic elevation, making the route impassible.

- The existing remnants of the stairs, balustrade and railing shall be preserved and adaptively re-used in order to restore the pedestrian route linking the southernmost train platform (i.e., the current sidewalk at the southern face of the enclosed mall) to Grove Street.
- Reinforced Concrete Piers and Balustrade (on Grove Street)
 - Four monumental concrete piers, each topped by a lantern, historically marked the crest of Grove Street, with a pair of piers on each side of the street. A concrete balustrade, similar to the one associated with the Concrete Stair, once ran between each set of piers. All that remains of these elements are the two monumental piers on the west side of Grove Street.
 - The remaining pair of piers shall be preserved in place and may be adaptively re-used through repair and the reintroduction of pier-top lanterns.
 - Reconstruction of the missing pair of piers and related balustrades is encouraged.
- Illuminated Entry Columns
 - Three pairs of brick and reinforced concrete piers (6 masonry piers in total) define the historic perimeter of the site on the west parcel.
 - All piers shall be preserved in place if possible, or, if this is not feasible, shall be relocated and/or adaptively reused elsewhere on the site. In the event of relocation, each pair must remain together and maintain its historic form and spacing. Pier-top illumination shall be repaired or reconstructed from available historic resources.

III.F.2 Main Plaza

A Main Plaza, retaining the open space to the east and south of the Waiting Room, would serve the dual purpose of preserving sightlines to the historic Waiting Room and providing a setting for historic elements that are to be preserved and/or relocated as part of an adaptive reuse strategy.

III.F.3 Access and Supplemental Open Space

Pedestrian permeability throughout the Redevelopment Area, complemented by convenient connections to sidewalks and streets adjacent to the Redevelopment Area, will help maximize access to the historic site features. These routes shall be ADA compliant in order to ensure equal access and enjoyment for all. Supplemental open spaces along or as part of such paths are encouraged in order to create scale-appropriate settings for all historic elements. Historic site elements that are relocated as part of an adaptive reuse strategy should be integrated into these routes and supplemental open space for ongoing public access and appreciation.

III.F.4 Maintaining Historic Integrity

Retaining historic elements in their original location and configuration is strongly encouraged, and can provide opportunities – through historic plaques, memory murals, photographs – to learn about and reflect on the historic significance of railroading in Montclair and the Redevelopment Area, specifically. Additional landscaping and permanent seating will promote the desirability and special nature of these spaces. The preservation and purposeful re-use of historic elements is paramount and appropriate for this site, but relocated

historic elements should not be installed in a way that presents a false narrative about the site's historic configuration and character.

III.F.5 Protection of Historic Assets

Consistent with the U.S. Secretary of Interior's Standards for the Treatment of Historic Properties, the historic elements of the project site shall be protected both prior to and during construction in order to prevent damage or disturbance to these elements that might be caused by nearby demolition, excavation, improper drainage, vandalism, or arson. Examples of appropriate security measures include temporary fencing, concrete barriers, and alarm systems keyed into local protection agencies. For any historic site elements that are to be relocated, a report by a historic preservation specialist must be provided to the Township prior to relocation. The report shall describe the existing condition of each element, the manner in which the historic element will be safely transported and relocated, plans for any repairs needed to address damaged, deteriorated or missing components before or after the relocation, and a detailed depiction of the historic element in its new location.

Over the course of demolition or construction, historic elements associated with the 1912 Train Station and not identified elsewhere in this Plan may be uncovered. In that event, work shall cease, the potential historic element(s) shall be protected in place, and the Township Planning office shall be notified immediately.. A qualified Township designee shall meet with the redevelopment team to determine the best course of action for the treatment of the historic element(s), whether to require its restoration in place, allow for adaptive re-use, and/or permit relocation. For example, if during excavation, original train tracks are uncovered, on either the west or east parcel, they shall be flagged for review and protected in place until the Township and redevelopment team determine a course of treatment, such as adaptively integrating them into new plaza space.

III.G Service Areas and Private Open Spaces

III.G.1 Service and Mechanical Areas

MECHANICAL ROOMS

Where possible, mechanical, storage, and other utilitarian rooms should be located at the interior or along interior lot lines of the building, rather than facing streets. Where they must be located along a street-facing wall, they should be integrated into the overall pattern of bays and windows openings. Window and door glazing for mechanical and related rooms may be translucent (admitting light but not views) or opaque (such as spandrel glass).

TRASH, REFUSE, AND LOADING AREAS

Building trash and recycling collection areas shall be fully contained within the building; no exterior dumpsters or similar containers are permitted. Doors and loading docks, including those for tenant move-ins, that are located in an exterior facade should be designed in a similar manner as pedestrian or vehicular entries, with large areas of opaque or translucent glazing and/or attractive roll-up grates.

ROOFTOP MECHANICAL EQUIPMENT

All mechanical equipment located on the top-most roof or roof above a garage shall be screened or faced in a material harmonious to that used in the façade of the building. All rooftop mechanical equipment shall meet the requirements of Montclair Code §347-23B. Cooling towers may be up to 20 feet tall, shall be limited to a maximum footprint of 100 square feet and shall be located at least 20 feet from the building edge.

III.G.2 Private Open Spaces

A series of Private Open Spaces shall be provided to serve building residents. As shared private spaces intended only for building occupants, no minimum size is provided for these spaces, but requirements for their general location and configuration are provided.

SHARED PRIVATE OPEN SPACE

The general locations of these three types of shared private open spaces, intended for residents of new buildings, are shown in Figure 7.

Buildings D-E Terrace

Between the upper residential floors of Buildings D and E, a terrace shall be provided for shared resident use. The space shall be located on the roof of the garage and should include fixed and moveable seating, landscaping, decorative hardscape, and lighting. The terrace shall accommodate the required minimum separation between Buildings D and E as set forth in III.D.4.

Courtyard Roof Decks

A landscaped courtyard roof deck / amenity space shall be provided for each residential building atop the building's parking garage. The roof deck should adjoin an indoor amenity space having a high proportion of glazing in order to provide informal surveillance of the space and a feeling of connectivity between inside and outside.

Rooftop Gardens

One area of rooftop gardens shall be provided atop a higher-level roof on Building D and on Building E. These "gardens" may include community gardening-style plots for use by building residents, green roof areas, and/or shared rooftop parks. Landscaping, seating, and shade structures should be included as well.

PRIVATE INDIVIDUAL OPEN SPACE

Balconies

To create visual variety in the middle floors of a building, balconies are permitted and encouraged on all buildings. Fully or partially-recessed balconies that are logically located within an architectural bay are preferred over fully-projecting balconies.

III.H Buffers and Landscaping

III.H.1 Street-facing Setback Areas

All portions of the properties not improved with buildings, driveways, walkways, plazas, parking, loading, or service areas ancillary to adjacent buildings shall be landscaped. Walkways fronting retail can be used by retail tenants during business hours. Landscaping may be in-ground or in raised planter beds, and should include a variety of grasses, flowers, low bushes, and small ornamental trees. The plantings shall primarily be of hardy, native species with a mix of deciduous and evergreen plantings for year-round visual interest. Low planters incorporating a seating wall are encouraged.

Where possible, landscaped areas should be curbless or depressed in order to facilitate infiltration of stormwater. Raingardens, swales, and similar features are encouraged as a means to comply with the required maximum impervious lot coverage for the Redevelopment Area.

III.H.2 Rear and Side Lot Line Buffers and Screening

Where a side or rear lot line of the Redevelopment Area abuts an existing residential structure within 50 feet of the lot line, a planted buffer shall be provided within the required setback. The buffer shall be at least five (5) feet wide and shall be planted with a mixture of deciduous and evergreen plantings. Where sunlight and growing conditions allow, the plantings shall include shade trees spaced no more than 35 feet on center; all such trees shall be at least ten feet tall at planting and should be of a species that can attain a height of at least 25 feet at maturity. Where vegetation cannot be expected to survive or space allowance prohibits the required buffer an attractive fence or masonry wall is required in buffer areas in order to provide a year-round visual screen.

III.H.3 Tree Removal

Trees removed should be replaced on-site on a one-to-one ratio.

III.I Sustainability

III.I.1 Green Buildings

Choice of building structure and fabrication shall be selected to minimize use of natural resources and energy, for example through high-performance envelopes, use of mass timber (engineered wood), prefabrication of building elements off-site, and greywater recycling. Building design should include architectural features to shade the building against solar gain, such as sunshades and deep overhangs. Photovoltaics and other means should be incorporated to reduce and offset building energy usage.

Green roof areas that absorb rainwater and provide thermal insulation for floors below are encouraged. Design of all rooftop areas is encouraged to incorporate stormwater retention capabilities, such as green roofs and purple roofs. Purple roofs are a green roof concept that optimizes stormwater retention by focusing on detention through friction that slows down stormwater flows, using vegetated and non-vegetated roof coverings.

All new buildings within the Redevelopment Area shall be required to demonstrate an ability to obtain LEED certification. Furthermore, Building C is envisioned as a showcase for sustainable development and the redeveloper is encouraged to achieve Living Building Challenge certification (LBC 4.0) for same.

III.I.2 Permeable Surfaces

Site improvements should incorporate permeable paver systems and landscaping features such as bioswales and rain gardens to help slow, detain, and infiltrate storm waters, where feasible.

III.I.3 Plantings

Plantings should be selected for their ability to reduce irrigation needs, support native species (such as via pollinator gardens for biodiversity), and create cool, shady microclimates.

III.J Public Right-of-Way Improvements

III.J.1 Sidewalks

- The project shall provide new, or improve and widen existing, public sidewalks along the bounding side of all adjoining public streets. The pedestrian portion of the public right-of-way shall include both a sidewalk walking area and a tree planting strip and/or bioswale between the sidewalk and the curb.
- Streets shall include pedestrian-scale lighting consistent with the existing lighting design in Montclair Center.
- Vegetated bioswales shall be planted in the area between the sidewalk and the curb. All maintenance of the bioswales shall be the responsibility of the redeveloper. A maintenance plan for the bioswales shall be submitted with the site plan application.
- Street furniture shall be provided along Bloomfield Avenue. Benches, waste cans, and other street furniture shall be placed at regular intervals and convenient locations that do not impede pedestrian and 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.
- Bike racks holding 6 or more bicycles should be appropriately located within the Redevelopment Area.

III.J.2 Street Trees

Street trees shall be planted in the public right-of-way between the sidewalk and curb, supplementing any existing street trees, so that trees are spaced on average no more than 25 to 35 feet on center. Tree grates shall be provided for each street tree. A suspended pavement system such as “StrataCells” or “SilvaCells” is encouraged within the public sidewalk to permit healthy tree growth and maximize stormwater infiltration.

Alternately, if the public right-of-way does not provide sufficient clearance for healthy tree growth, said trees may be planted within required street-facing setback areas, close to the public sidewalk.

III.J.3 Bus Shelter

A bus shelter shall be provided on the west parcel adjacent to Bloomfield Avenue.

III.J.4 Bike Lane

A bike lane shall be provided along Glenridge Avenue as part of the Township’s bike lane connecting the entrance to the Essex Hudson Greenway to Bloomfield Avenue. The bike lane shall be a two-way cycle track that is designed in compliance with NACTO guidelines. Bike line surface shall be a surface distinctly different from the adjacent asphalt roadway such as green paint or other specialty paving.

III.K Utilities

III.K.1 Water

As required by the Planning Board, with input from the Water Bureau & Sewer Utility, at the time of site plan approval the following recommendations will be considered. The current 16-inch water line shall be upgraded to a 20-inch class 56 water main. Its interconnection in Grove Street and Glenridge Avenue shall be replaced with a 20-inch line including valves with tie ins outside the property with new valves and reducers. The 20-inch line shall have an easement of 10 feet on each side of the centerline of the pipe for future work and will be maintained by the property owner. If any work is conducted in the future, the Township will only be responsible to restore the easement to a level surface with topsoil/seed within the easement. Any improvements in the easement area will not be replaced and will be the responsibility of the property owner.

III.K.2 Stormwater

As required by the Planning Board, with input from the Water Bureau & Sewer Utility, at the time of site plan approval the following recommendations will be considered. The redeveloper shall prepare a comprehensive, on-site hydrologic analysis to determine the property’s current stormwater contribution to the underground culverts for general flood events including the 2-, 10-, 25- and 100-year storm events. This shall include an evaluation of subsurface soil conditions to determine the feasibility of green infrastructure. Non-structural stormwater management systems, such as bioswales, plantings and green roofs, are encouraged to improve on-site infiltration and reduce and filter runoff. The stormwater control measures in Section 295 of the Township Code shall apply. Infiltration basins are preferred, but are dependent on subsoil conditions. Based on these calculations, the redeveloper shall provide a combination of on-site, underground basins to reduce peak flow values as required for “major developments” pursuant to New Jersey Department of Environmental Protection stormwater regulations. This will ensure that stormwater quantities will be managed and reduced by 50% for 2-year storms, 25% for 10-year storms and 20% for 100-year storms.

The existing condition of all water, sewer and drainage utilities on the property shall be assessed as part of site plan approval. The redeveloper must perform a full pre- and post-construction televised inspection of all storm sewer pipes and culverts located within, upstream, and downstream of the subject property and shall submit

copies of the same to the Township for review. Should any of the storm sewer infrastructure be determined to be in inadequate condition or damaged due to construction-related activities, the redeveloper shall be responsible for full repairs/replacements at no additional cost to the Township or surrounding property owners. Pipes and culverts at risk of collapsing or failing shall be replaced with reinforced concrete. Any debris or obstructions within the facilities shall be removed. A pre-construction inspection report and a post-construction inspection report shall be provided and any existing agreements and easement shall be maintained.

Should any structures, buildings or facilities be proposed to be constructed on top of or immediately adjacent to the existing stormwater infrastructure, the redeveloper shall be responsible for performing a full inspection and structural analysis of the infrastructure to verify its structural stability and ability to withstand the anticipated loads resulting from the proposed construction. The redeveloper shall also be responsible for providing additional reinforcement and/or reconstruction should the existing infrastructure be inadequate to withstand the additional loading.

The redeveloper shall be responsible for providing continuous vibration monitoring along all existing stormwater infrastructure to minimize any structural damage related to construction operations. In addition, the redeveloper shall be responsible for investigating all existing easements located within the subject property for potential title restrictions, covenants, etc. to confirm there are no restrictions that would impact the ability to construct within the easements.

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

III.L Signage

The signage requirements set forth in Montclair Code Article XVIII shall apply unless specified in this section.

III.L.1 Monument Signs

Two monument signs are permitted for the Redevelopment Area. The maximum sign area for each sign shall be 50 square feet and the maximum height shall be six feet. The signs shall be located so as not to block sight distance and shall be set back at least five feet from all property lines.

III.L.2 Sign Standards

PROJECT IDENTIFICATION SIGN

One project identification sign for the redevelopment project is permitted. A freestanding sign may be located along the Bloomfield Avenue frontage or within the Main Plaza which may contain a combination of letters and logos identifying the project only, not individual tenants. The maximum sign area shall be 50 square feet and the maximum height shall be 15 feet. It shall be lit indirectly or reverse/halo lit.

TOTAL SIGN SQUARE FOOTAGE PER TENANT

The maximum area per façade 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.

REQUIREMENTS FOR ALL WALL SIGNS

In those cases where a first-story retail tenant has more than one street frontage, the tenant is permitted the maximum wall sign square footage allowable on each frontage. Only one wall sign is permitted 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. However, exposed neon illumination shall be permitted.

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.

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.

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.

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 shall not exceed 12 square feet. The sign may not exceed 6 feet in overall height, may not extend more than three feet from the building façade or be mounted higher than the wall to which it is attached. All parts of such signs shall be located at least eight feet above the sidewalk.

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

GROCERY SIGNS

One wall sign is permitted on each frontage and should be face-mounted or pin-mounted on the façade, projecting not more than 14 inches from the face of the building, or mounted on the building canopy.

No permitted wall sign shall exceed 4 feet in height, excluding any logo. The top of the sign shall not extend above grade at a height greater than 40 feet.

Wall signs may be halo-lit or externally-illuminated, but may not be internally-illuminated. However, exposed neon illumination shall be permitted.

Projecting signage is allowed, and one projecting sign is permitted at each façade corner and may extend at an angle of 45 degrees or 90 degrees. The area of any projecting sign shall not exceed 68 square feet. The sign may not exceed 17 feet in overall height, may not extend more than four feet from the building façade or be mounted higher than the wall to which it is attached. All parts of such signs shall be located at least eight feet above the sidewalk.

III.L.3 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.

III.L.4 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.
- Roof signs.
- Off-premises signs.

III.L.5 Temporary Signs

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

III.L.6 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.

IV. 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 IV.A - Rules

Principles for good town center design, with special consideration for the historic town center.

Section IV.B - Tools

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

Section IV.C - Direction

An aesthetic roadmap that narrows the stylistic paths for one or more parts of the given project.

Sections IV.A and IV.B are to be found immediately below and highlight key principles of the Rules and Tools, respectively. These are abridged versions of the complete text, which is to be found in the Plan Appendix.

Section IV.C below is complete.

All Sections 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 detailed 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 intent and spirit of the provision and/or the Redevelopment Plan generally in accordance with the criteria set forth in Section VII.B. 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.

IV.A: Rules (Abridged)

Town Center Design: Essential Principles

For the full text and requirements of Section IV.A, see Appendix.

IV.A.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.

IV.A.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.



A.2-01: Encouraged: Church Street in Montclair's Town Center is an excellent example of a human-scaled street whose generous sidewalk widths, diverse buildings with varied storefronts, and reduced vehicular traffic draw pedestrians throughout the day, encouraging an active and interconnected lifestyle.



A.2-02: 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.

IV.A.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 authentic, 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.



A.3-01: Discouraged: Brick is often employed across the country to imitate existing traditional architecture. When applied like wallpaper to a bare box, however, brick loses the depth and character associated with its historic precedents.



A.3-02: 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.



A.3-03: Encouraged: Town Centers need not be frozen in time. Imitating surrounding structures is not required to create buildings that reflect the character of their context. The design of buildings can respond to surrounding architecture through the interpretation and modernization of details. This Portland, ME museum takes cues in form and material from local landmarks.



A.3-04: Encouraged: A rendering of the residential redevelopment near Seymour Street in Montclair shows a low-scale architecture influenced by local design examples. The overall mass, which contains a two-level parking deck, is reduced in appearance through a number of traditional façade design techniques: form and material changes are consistent with the styles adopted and occur at different scales; vertical breaks define smaller masses and accommodate functional balconies; the impact of upper stories is mitigated with variations in design, material and setbacks.

IV.A.4 Analyzing the Character of Place

- Distinctive town center architecture is quantifiable and the product of many centuries. It 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.



A.4-01: Encouraged: Varied buildings in Tribeca, New York City, jointly give the community a sense of identity, while individually reflecting the era of their individual origin.



A.4-02: 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.



A.4-03: 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.



A.4-04: 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.



A.4-05: 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.



A.4-07: 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.



A.4-06: 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.

IV.A.5 Midrise Design: “Building Block” of the New Main Street

- Development must be directed toward preserving the makeup of existing commercial, retail, and housing stock, with its varied price points and work 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.



A.5-03: Encouraged: Stepbacks must be combined with clear form and detail to work effectively. To ally itself with an older building (at right), the above building starts with a tall glazed base, steps back with a middle facade parallel to the older structure, and adheres to a reductive, historically-compatible palette of glass and metal.



A.5-01: 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.



A.5-02: Encouraged: Multiple stepbacks allow a six-story building to continue a three-story streetwall established by its older neighbors, with its upper three stories progressively reduced in visibility.



A.5-04: 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.



A.5-05: Discouraged: Over-prescription of setbacks may backfire, creating unnecessary complexity at odds with most historic town center contexts. Setbacks and setbacks should be deployed specifically to respond to the scale of the adjacent context.



A.5-06: Discouraged: Uniform setbacks 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.

IV.A.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.



A.6-01: Discouraged: Requiring buildings to imitate or integrate historical styles and elements can lead to designs that seem like cheap parody.



A.6-02: Encouraged: Understanding what makes historical architecture work produces new architecture that works as an equal partner with historical context, without being a simplistic



A.6-03: 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 setbacks.



A.6-04: 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.



IV.A.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.



A.7-01: 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.”

A.6-05: Encouraged (at left): Historically-inspired architecture can find continuity with the past while meeting the needs of the present. The transitional modern vocabulary of this mixed-use building – tall, glazed commercial storefront base, deep and continuous entry canopy, shallow bay upper-story residential windows, stone facade paneling, abstract caryatids in an attic story, and bristling cornice – is inspired by its traditional neighbors. The new materials, forms, and details are compatible with the context but in the early years of the 20th century gave fresh expression to the ubiquitous form of the Viennese apartment block.

IV.B: Tools (Abridged)

Montclair Town Center: Lessons to Learn

For the full text and requirements of Section IV.B, see Appendix.

IV.B.1 Where the Suburb meets the City

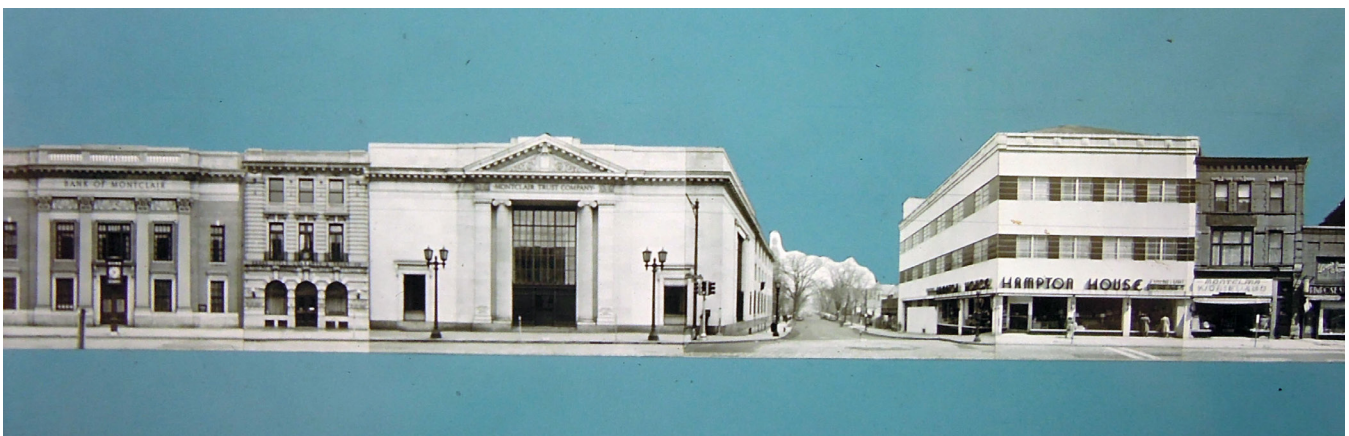
- Montclair’s Town Center Main Street illustrates the balance between the suburb and the city, which remains a primary draw to the Township and is one of its great strengths.
- Both those looking for an escape from the city and a walkable downtown lifestyle find what they are looking for in Montclair, 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.



B.1-01: 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.

IV.B.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.



B.2-01 and B.2-02: 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.



B.2-03: 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.



B.2-06: The 1926 Wedgewood Building's long, highly articulated Neoclassical commercial façade gracefully ties Church Street to Bloomfield Avenue along South Park Street. Its steady rhythm of decorative bays and storefronts sustains the walkable street.



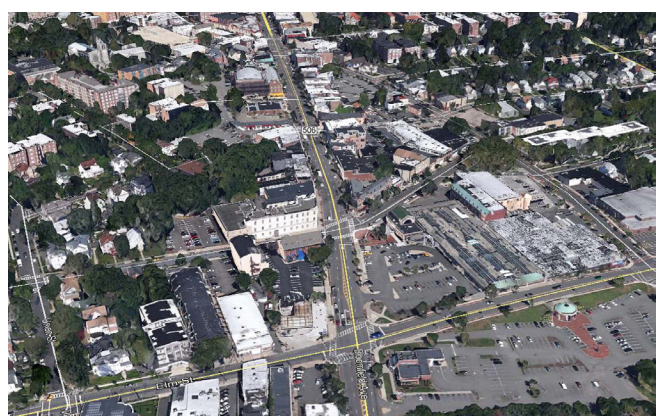
B.2-04: Although no longer serving its original function, the 1913 Beaux-Arts Lackawanna Train Waiting Room's entry collonade, distinctive window surrounds and matching quoining, bold parapets, and arched thermal windows create a grand impression.



B.2-07: 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.



B.2-05: 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.



B.2-08: 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.

IV.B.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.
- Redeveloping the Lackawanna Plaza area, a key underutilized site, with an appropriate mix of uses will play a critical role in the ongoing rejuvenation of Bloomfield Avenue.
- The Rehabilitation and Adaptive Reuse of all existing historic elements on the site is strongly encouraged, in accordance with the U.S. Secretary of the Interior Standards for the treatment of historic properties.



B.3-02: In this postcard view, c. 1915, it is possible to see how convenient it was to move between the tracks (on the right) and local transportation, horse carriages in this case.

B.3-01 (below): The view of Lackawanna Terminal in this period postcard, c. 1915, shows the relationship of the Waiting Room and Train Platform Canopy (to the right) to Bloomfield Avenue. Together, the elements frame a large space in the town center, consisting of an open lawn area and a broad hardscape for carriages carrying people to and from the Station. The livery for the carriages was across the street (presently, Greek Taverna), at the southeast corner of Bloomfield Avenue and Gates Avenue.



B.3-03: This recent view, comparable to the view above, shows how the 1980's brick wall interrupts the first Platform Canopy, impairing its historic integrity as a free-standing structure.



Lackawanna Railroad Station, at the corner of Bloomfield Avenue and Grove Street, in its heyday.



B.3-04: The Lackawanna Train Station, as seen c. 1915, soon after its completion. The Station has been altered over time, but this overview makes it possible to imagine how it functioned originally. In the foreground is the open-air Terminal Shed, the covered area where the train tracks and waiting platforms ended. Beyond the Terminal Shed are the long open-air Platform Canopies (integrated into the existing Lackawanna Plaza structure in the 1980's). The Platform Canopies consist of steel columns with flared steel beams supporting cantilevered concrete roofs. At center right is the Waiting Room structure, where passengers could buy tickets and walk directly outside, under cover of the Terminal Shed and the several Platform Canopies, to the appropriate train platform. The brick Horse Watering Trough is partly visible, center left.



B.3-05: Looking east from the Waiting Room, c. 1915, the Platform Canopy closest to Bloomfield Avenue leads to a concrete stair (partly extant) that brought pedestrians up to the decorative concrete Grove Street bridge. The present-day brick wall facing Bloomfield Avenue (enclosing miscellaneous businesses, including Popeye's), was erected in the 1980's, immediately adjacent to the steel columns of this Canopy. The full concrete canopy remains intact and is visible inside, on the other side of the present-day brick wall.

IV.B.4 Building Basics: Lowrise Design

IV.B.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.



B.4-01: Lowrise buildings in Montclair never utilize setbacks. Multiple facades, built out of complementary brick and glazed masonry and similarly detailed to create bays, nevertheless create

IV.B.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.
- Existing lowrise fabric provides cues for additions that might transform them into taller buildings.
- The Louis Harris Building is an excellent example of a 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.



B.4-02 (above): While lowrise, these 3-story apartment buildings on Glenridge Avenue, near the redevelopment area, demonstrate different strategies for bringing visual interest and variety to a familiar building type. It is not hard to imagine modestly “growing” these structures by adding a fourth floor in contrasting form or material, or by stepping back the additional floor.



B.4-03: The Louis Harris Building on Park Street is organized into a bold base-middle-top composition using a tall storefront, decorative bands, and individual ornaments. Windows are grouped and spaced to emphasize verticality.



B.4-05: 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



B.4-04: Constructed together, the Wellmont Theater and Kahn buildings share an architectural language but are massed to differentiate themselves and present very different faces along Bloomfield Avenue and Seymour Street.

IV.B.5 Building Basics: Midrise Design

IV.B.5.1

Midrise Design Background

- Examples of midrise design in Montclair's Town Center document a range of effective design strategies for buildings of approximately 4 to 6 stories in height.



B.5-01: 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



IV.B.5.2

Midrise Design Precedents

- 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.
- The Claridge Apartments and the new Seymour Street project provide examples of 5 and 6 story buildings that fit into the historic district's streetscape with and without stepbacks.
- Pre-war apartment buildings on Seymour Street have a permanent, sturdy appearance tempered by graceful architectural gestures that break down a 5-story mass.



B.5-03: 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.

B.5-02: At 6 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.



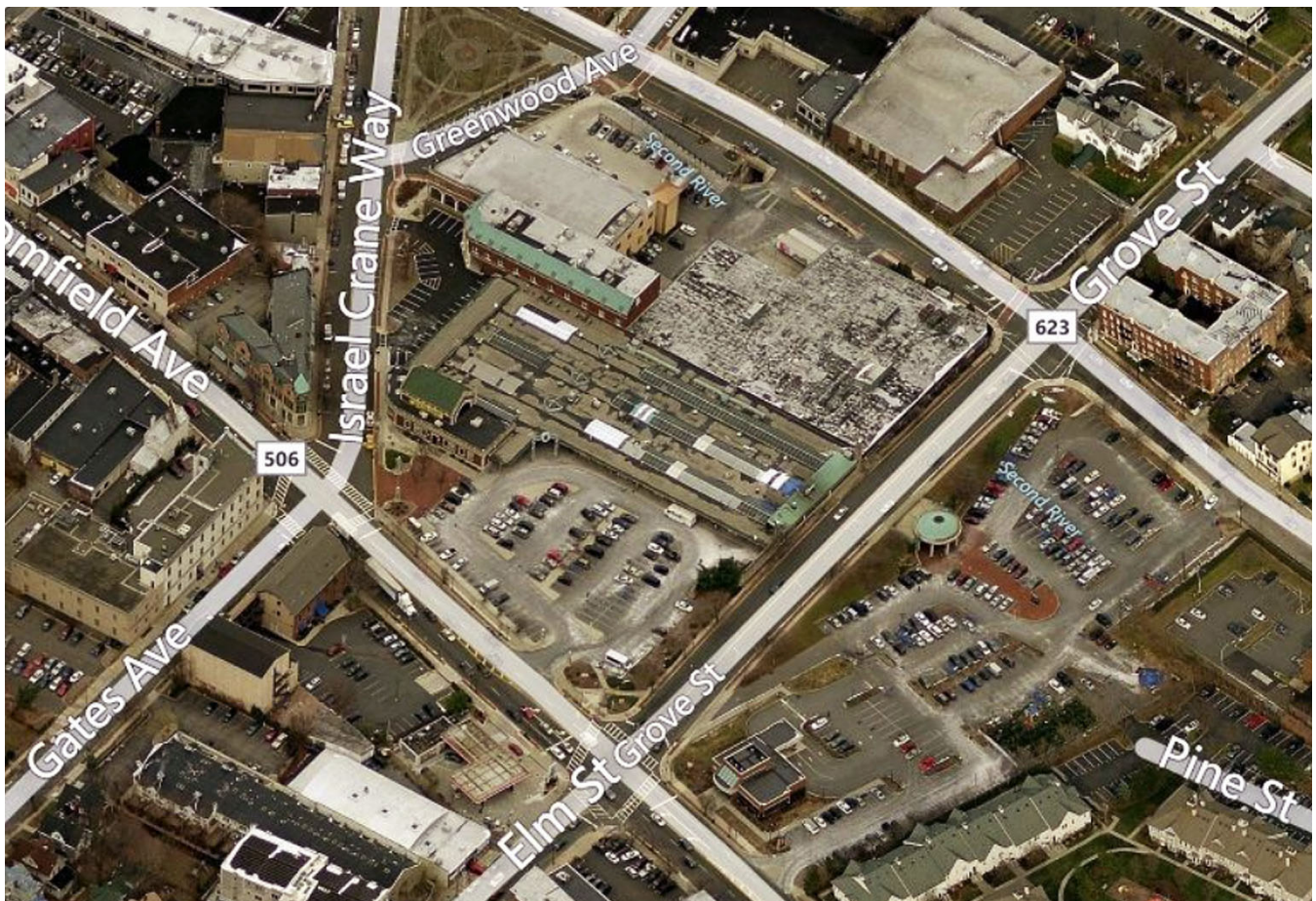
B.5-04: Multi-family apartment buildings along the edges of Montclair's Town Center display what a base-middle-top strategy can look like when not employed by a mixed use building, as typically seen along Bloomfield Avenue. Shallow massing projections divide the building into vertical bays, breaking down the scale of the four-story structure. Stone framing the central entrance matches a stringcourse and the window sills, unifying the composition.



B.5-05: In mixed-use design, the requirements for different kinds of programming - ground-floor retail, upper-story residential, screened parking structures - lend themselves to form-making that breaks down larger masses. Above left, at the Seymour Street redevelopment project in Montclair's town center, transparent bases, uniform middle stories, distinct cornices, and top-story stepbacks reduce the apparent scale of a trio of new 5 story buildings. A canted metal screen on the new parking garage, middle right, provides an effective modern foil for the buildings and plaza.

IV.B.6 Building Basics: Site Awareness

- Both small and large design decisions impact our perception of the streetscape.
- Because of the large size of the project site, the design should aim for a range of styles and massing strategies to relate to the context.
- Existing historic and mixed-use buildings should influence the redevelopment design.
- Framing the Train Station Waiting Room as part of a new public plaza is important, as is maintaining views to this key historic structure.



B.6-01: Given the history of this large site, a nexus of transportation for goods and commuters and, more recently a center for food and shopping, it is not surprising that a wide range of building styles, types, sizes, and uses wraps the Lackawanna redevelopment site.



B.6-02: Southeast corner of site, looking north from Bloomfield Avenue. Montclair Mews, a residential development built at the location of the rail bed serving the former the Lackawanna Train Station, is visible on the right.



B.6-03: Approaching the intersection of Bloomfield Avenue and Grove Street, along Elm Street, looking north. The approximate 6 foot rise of Grove Street is visible in the middle of the photo.



B.6-04: Looking west and north from the intersection of Bloomfield Avenue and Grove Street.



B.6-05: Next to the former Train Station Waiting Room, looking north along Lackawanna Plaza, also known as Israel Crane Way. The Terminal Shed, with non-original enclosures beneath, is seen on the right, terminating in a 2-1/2 story brick office building built in the 1980's. The west side of Lackawanna Plaza features a variety of building styles and uses. The overall vista culminates in Israel Crane Park.



B.6-06: Northwest corner of site, looking east along Glenridge Avenue. A wide range of building styles, types, sizes, and uses wraps the Lackawanna redevelopment site.



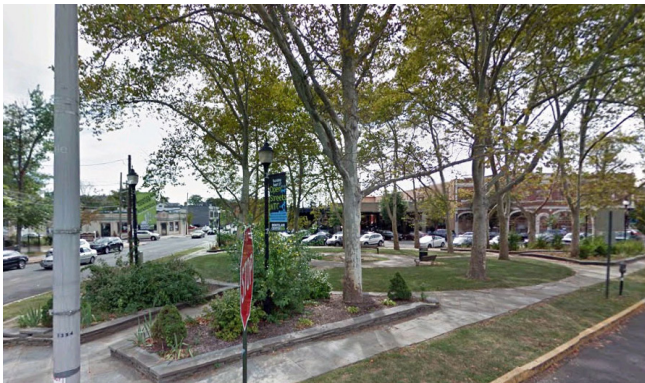
B.6-07: The intersection of Grove Street and Glenridge Avenue, looking north. A 3-1/2 story apartment building at the northeast corner of the intersection provides a fine example of Midrise design, using contrasting masonry to define the building base and enliven the roof line.



B.6-08: Northeast corner of site, looking east along Glenridge Avenue. At this part of the site, compared to other edges of the Lackawanna redevelopment area, detached homes and the Matthew G. Carter Apartments provide a strong residential presence, with no commercial activity.

IV.B.7 Open Space

- Montclair Town Center has very limited 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 large-scale public open space would preserve in Montclair's Town Center a quality of life commensurate with the Township's identity as an exceptional destination.



B.7-01: 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.



B.7-02: 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



B.7-03: 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.



B.7-04: 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



B.7-05: The former Thai Chef includes an intimate forecourt, separated from the hurly burly of Bloomfield Avenue by a low masonry wall.

IV.B.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. Existing decks in Montclair offer an instructive 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.
- Lining visible frontages of a multi-story parking deck with active uses, such as retail, residential lobbies, and residential units on upper stories, is encouraged.
- Where proposed parking structures are not lined with active uses, an alternative screening method that integrates with the architectural character of the attached, larger building must be used. Green facades and permanent art installations may form part or all of such a screening strategy.



B.8-02: The North Fullerton Deck’s deep setback leaves it hard to find and foreboding. The Deck’s western entry is below grade, making it hard to find. Its eastern entry is close to Bloomfield Avenue, resulting in a cramped approach and increased congestion.



B.8-03: Minimal floor to floor heights within the North Fullerton Deck create dim spaces that don’t feel safe.



B.8-01: Compared to parking lots surface lots preserve light and air on the streets, but provide an inferior number of parking spaces compared to parking decks. These lots create dead-zones in the Town Center and remove space that can increase available housing or business stock, or provide true open space that can be used for public gathering and recreation.



B.8-04: The Crescent Deck picks up on architectural cues - massing, detailing, material use - from neighboring traditional multi-family housing. The deck’s location provides car queuing and some relief from adjacent heavily used thoroughfares.



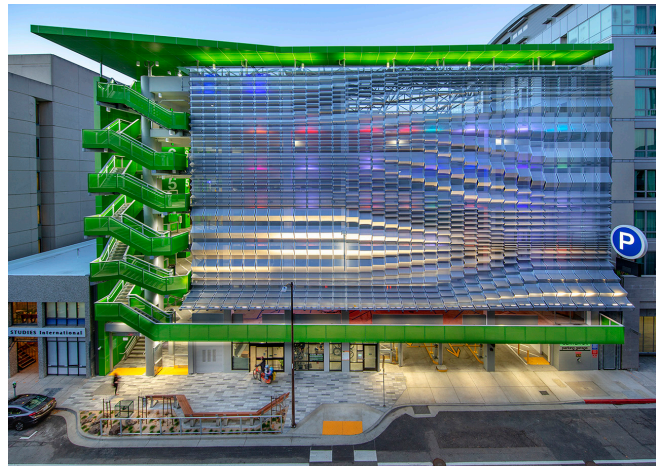
B.8-05: Along The Crescent, the Crescent Deck utilizes the architectural lessons from its commercial neighbors, extending the streetwall and emulating older architecture through modern precast concrete detailing.



B.8-07: A planted green screen applied to a parking structure shades the interior, screens the deck structure, and visually softens the spaces around the deck.



B.8-06: 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.



B.8-08: Whether developed by the architect or created by an artist, the integration of sculptural screening can be an effective way to transform a parking structure into a dynamic, artistic form.



B.8-09: 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.

IV.C: Design Direction

Lackawanna Plaza

Redevelopment Design:

How to Proceed

IV.C.1 Building Design and Architecture

This section provides requirements for building massing, spelling out specific, measurable means by which large buildings must be broken down visually into a series of smaller elements that harmonize with the character of Montclair Center and the historic Lackawanna Terminal Waiting Room building, while not precluding contemporary design. The resulting building forms will respect the overall pattern of downtown development by taking cues from common themes evident through the various architectural styles visible in Montclair. These include use of bays and a base/middle/top, and stepping-back the tallest portions of some buildings.

The development of new buildings within the redevelopment area shall enhance the Town Center by respecting the scale and character of the adjacent residential neighborhoods, 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.

IV.C.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.

IV.C.3 Contextual Considerations and Use of Design Precedents

The most visible 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 commercial 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 architectural precedents listed below, but design latitude is provided such that proposed designs may adopt an approach that fuses two or more design styles. New buildings should respond to characteristics from one or more of the categories listed in recognition of the inherent challenges associated with reproducing and/or simulating historic architecture, as outlined in Section IV.B of this guide.

1. Directly adjacent existing structures that fall within the Montclair Period of Significance (1802-1937) as defined by the Montclair Historic Preservation Commission.
2. Adjacent and facing structures within the area bounded by Bloomfield Avenue, Lackawanna Way, Glenridge Avenue, and Grove Street, with the exception of gas and tire service stations, and detached, single family homes.
3. 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.



C.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.

IV.C.4 Project Statement and Compatibility

A Project Statement, 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 contextually and stylistically.

Recognizing the urban and suburban characteristics of the site and Township, the Statement must explain in town planning design terms the relationship of the project site; which will effectively be a new neighborhood in the Township's central business district, to its immediate neighborhood and the broader community. The Statement should connect larger-scale site planning to smaller-scale building and landscape



C.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.



C.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.

design decisions. In other words, the Statement must go beyond a recitation of project facts and figures and address how the project is intended to be perceived in a larger context by residents and visitors alike.

Here are three examples of Project Statement “lead sentences” that illustrate the level of specificity required:

With its extraordinary size and location, the project establishes a new heart for the central business district and we will show you how the locations, orientations, and sizes of the proposed buildings and the spaces around them support this.

Situated at a key crossroad in the Township, the project serves as a landmark for the larger community, exploiting the unusual bridge-like condition of Grove Street to form - through topographical changes and paired structures - a memorable visual and physical crossing.

Content to meet its neighbors with more traditional building forms and styles, the project provides a humble frame for the historic assets at its center, presenting the opportunity to discover a unique world within an understated envelope.

The design team's Project Statement will provide its own Project Statement and elaboration.



C.4-04: 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.



C.4-05: Transitional design knowledgeably reinvents historic design. This mixed-use structure shares the base-middle-top composition of its older neighbors but amplifies its storefront and cornice to capitalize on the corner location.



C.4-08: 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.



C.4-06: 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.



C.4-07 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.



C.4-09: 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.



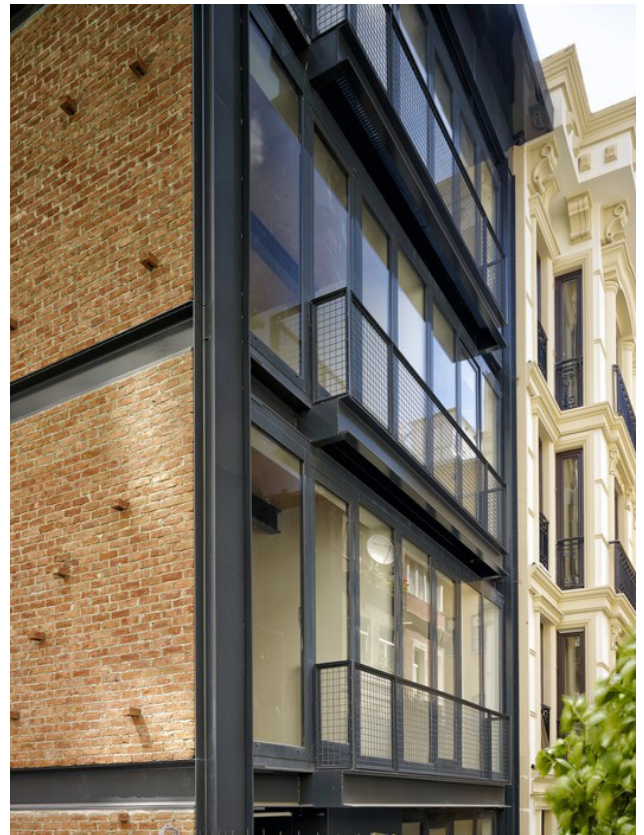
C.4-10: Modern design, with a typically narrow palette of minimally-detailed materials and emphasis on abstract form, can take on contextual qualities and visual interest through overall massing and contrasts between solid walls and glazing.



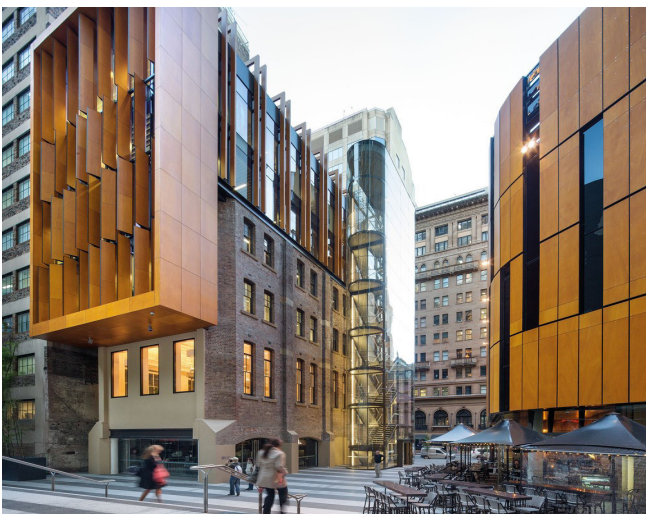
C.4-13: Inspired by its blocky neighbors with their punched openings, this addition steps back from the street, projects to the side, and uses metal as a contrasting material. It preserves its historic base while asserting its role in redefining the site's use from commercial to multi-family.



C.4-11: 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.



C.4-14: Within the vocabulary of a more restrained "Classical" Modernism, traditional materials such as brick, metal and glass can take on new life, stylistically bridging old and new.



C.4-12: A basic midrise masonry building is enriched by being framed with contrasting additions that nonetheless share its simplicity of form and craft.

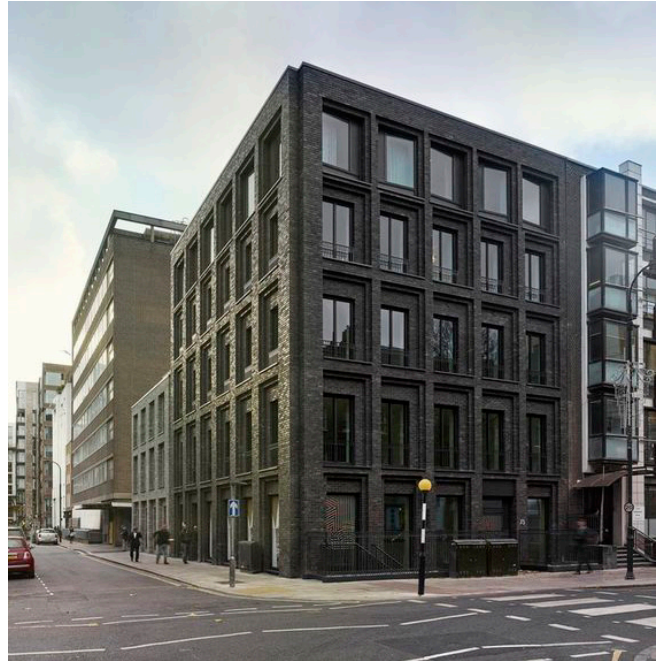
In addition to defining the project’s town planning design aspirations, the Project Statement shall make clear the architectural language(s) the design team is proposing and how these choices support the town planning design intent. The statement should clearly note the stylistic intent of the building(s) and the public space(s). This language may refer to the architectural movements utilized in existing local architecture, as cited in Section IV.B. In contemporary terms, these styles include, but are not limited to: Historicist (Figures C.4-01 and -02), Transitional (Figures C.4-03 and -04), Interpretive Modern (Figures C.4-05 through -9), and Modern (Figures C.4-10 through -14).

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 C.4-10) Where existing key historic structures are already present on or adjacent to the project site, neighboring building(s) should be made compatible according to the Rehabilitation guidelines of Secretary of the Interior’s Standards for the Treatment of Historic Properties. (Figure C.4-15) Along secondary streets, a simpler, more restrained architecture, providing the background fabric necessary on any street, is permissible (Figure C.4-16).

While a single building’s influence on its neighborhood will typically fall under one of these categories, larger or multiple buildings may be adjacent to different contextual conditions on different frontages. These buildings should be designed such that their building mass can be modulated to suit different purposes simultaneously. (Figure C.4-17)



C.4-17: 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.



C.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



C.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.

As part of the Site Plan application, the design team shall illustrate the proposed project's relationship to the surrounding context by providing ten (10) photomontage renderings. The design team shall utilize specific street-level photographs provided by the Township, depicted in the pages below. These photomontages must include geometrically accurate insertions of the proposed project massing, inclusive of facades depicting primary and secondary materials as well as fenestration.

The original digital photo files are available from the Township upon request.



01 Photomontage Reference Image: Bloomfield Avenue and Gates Avenue, looking east



02 Photomontage Reference Image: Lackawanna Plaza, looking east



03 Photomontage Reference Image: Bloomfield Avenue and Elm Street, looking northwest



04 Photomontage Reference Image: Elm Street and Bloomfield Avenue, looking north



05 Photomontage Reference Image: Bloomfield Avenue, looking west



06 Photomontage Reference Image: Glenridge Avenue and Cloverhill Place, looking west



07 Photomontage Reference Image: Glenridge Avenue and Greenwood Avenue, looking east



08 Photomontage Reference Image: Grove Street and Glenridge Avenue, looking south



09 Photomontage Reference Image: Grove Street, looking west



10 Photomontage Reference Image: Grove Street, looking east

IV.C.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.

As the east and west parcels of the project site have direct exposure to three public right-of-ways, the creation or appearance of a “megastructure” is discouraged. A megastructure shall be defined as a single building occupying its block, architecturally rendered with uniform materiality, color and details applied to an unbroken monolithic mass, 3 stories or taller, along the full street frontage. To aid in scaling down building masses, both large or small, guidelines for appropriate vertical breaks in massing and materiality along Bloomfield Avenue and other streets are described below.

Since stepped lowrise and 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 any shorter mass close to the street frontage is not designed in such a way that it appears to be a shallow building added to the front of a taller building. If vertical breaks are introduced into the lower mass of a façade with the intention of further reducing street-side mass, such breaks shall be integral to the overall character and cohesion of the building.

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.

Horizontal breaks in materiality will be permitted to reinforce the base/middle/top compositional strategies discussed in other sections of these guidelines. 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 shall distinguish adjacent buildings, 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 on recreating any specific part of the typical Montclair Town Center streetwall.

IV.C.6 Special Massing Considerations

With little exception, the project site is bounded on all sides by freestanding buildings, counter to the norm along Bloomfield Avenue and classic Main Streets discussed elsewhere in these design guidelines. Additionally, a cresting road, Grove Street, cuts through the center of the Plan Area and the larger of the two resulting parcels features a historic landmark set well back from Bloomfield Avenue, the “main street” itself. These special conditions warrant overall massing solutions that exploit the possibility of both introducing new freestanding buildings and “restoring” the streetwall of classic Main Street.

The size of the Plan Area nearly disguises the fact that the entire site is in fact a shallow bowl, with the low point at a topographic elevation of 236, corresponding roughly to the walking surface of the existing Grove

Street pedestrian underpass. By contrast, the high point of the site, at the crest of Grove Street above, sits at elevation 247, a difference of 11 feet. At the perimeter of the site - the rim of the bowl - the topography rises to an uneven edge. Along Bloomfield Avenue, the topography varies from 241 to 247. Along Glenridge Avenue, the topography sits a bit lower and varies from 237 to 243.

In a design seeking to balance building mass with open space, it would be reasonable to take advantage of the bowl-like conditions by concentrating larger building mass at or close to the low point of the site, which would minimize its apparent bulk when seen from adjacent streets. Adoption of this strategy should translate to greater freedom in setting back and stepping back building mass elsewhere on the site, as well as, critically, opening up additional ground space for public use.

The resolution of massing and the creation of open space should not come at the expense of spoiling daylight available to nearby properties. While new buildings on the project site must be respectful of their context by virtue of massing and character, they have an impact on the community beyond their appearance. In particular, consideration must be given to the shadows cast by new buildings. To evaluate how the project's massing will impact neighboring property, a set of solar studies shall be required.

IV.C.7 Corner Design

Building corners are an opportunity to define architectural character, improve pedestrian orientation, and broaden street views. Chamfering is the de facto treatment for corner buildings facing key intersections in Montclair's Town Center and provides one example of this principle at work.

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 distinct pedestrian zone for pausing, meeting or gathering, such as a colonnade or arcade, may be provided at the corners of buildings, a practical consideration for an area close

to retail and residential entrances. Corners can also be emphasized, subtly or boldly, through the use of canopies and other distinctive forms and changes in material, detail and color from the rest of the façade. (Figures C.7-01 and -02)

The Redevelopment Plan area includes the key intersection of Bloomfield and Grove. The creation of Public Spaces at or near this intersection should result in special treatment for adjacent buildings. In particular, the public-facing façades of a new building that fronts on both Bloomfield Avenue and a new Plaza, regardless of its stepbacks from the property line, shall be given equal design consideration.

One or more main entrances to a shop, restaurant or residential lobby are encouraged to be located: at the building corner, within 25 feet of the building corner on a street-facing façade, and/or at a place that facilitates access to nearby mass transit and parking options.



C.7-01: A recessed vertical bay element, similar in width to the building's standard bay, unobtrusively highlights the corner.



C.7-02: 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.

IV.C.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 shall 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 way to harmonize new construction with existing in the Town Center. Refer to the analysis of Town Center historic architecture in Section IV.B and contemporary architecture examples in Section IV.C.4 for additional guidance.

IV.C.9 Building Mass and Strategy

Lowrise and Midrise Design as outlined in Sections IV.A and IV.B 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, with the understanding that such distinctions may vary in intensity (Figures C.4-10, C.9-01 and -02, for example). 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.



C.9-01: The base-middle-top composition of traditional “Main Street” facade design can be creatively interpreted in order to produce an effective midrise design.



C.9-02: 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.

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 considered to address changes in grade. In addition to bay variation (see below), the prominent articulation of major pedestrian entry ways is encouraged.

Middle Articulation:

The middle floors of buildings, as defined by all stories above the ground-level story and below the

first stepback of each building or buildings, should be distinguished from the base and top through changes including but not limited to: material selection and texture, 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 stepbacks 5 feet or more 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.

Mansard roofs may not be used on more than 15% of the entire project and are subject to the following requirements: No greater than 12 feet in total height; finished in metal standing seam panels or slate roof tiles; and punctuated with dormers serving occupiable space, with such dormers making up no less than 50% of the mansard roof.

Vertical Bay Rhythm and Horizontal Expression:

Façades facing a public street and visible from a public Right-of-Way should clearly express vertical bay rhythms and horizontal breaks through the use of two or more of the following: (i) changes in materials; (ii) material finishes and patterns; (iii) structural bay expression (for example: engaged piers, pilasters), (iv) fenestration, such as window opening spacing; and (v) changes in the depth of the façade plane of at least 8".

IV.C.10 Storefronts and Managing Topography

As described in Section IV.B, 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.

(Figure C.10-1)

The portions of street-facing building bases with retail and commercial use shall have a minimum of 60% ground floor glass, with storefronts that provide the pedestrian-friendly characteristics included in the typical Town Center storefront. Blank walls or walls with only a small percentage of windows at street level shall only be permitted in specific areas of the façade based on tenant program. The areas of tenant program that require solid walls or walls with only a small percentage of windows shall be located adjacent to building facades away from the streetscape whenever possible. When these walls abut public plazas, or parking areas, these walls shall be designed to enhance outdoor public spaces through the provision of human-scaled architectural detailing and artwork.

Where first-level uses include retail or commercial uses, the following standards are encouraged or, in some cases, required to create the greatest level of public-private transparency from street to building.

1.

Street-facing facades of the first level of buildings along Bloomfield Avenue, Grove Street, and Glenridge Avenue shall have a retail-style design that reinforces the public character and visibility of the first level. Windows shall maximize views into the interior, while reinforcing the proposed architectural style of the building.

2.

With the exception of Low-E coatings required to meet energy code requirements, street-facing ground-floor windows shall employ clear glass and allow visibility to the activity inside. These windows shall not

be obscured by other glass tinting, blinds, or drapes. Where shade and/or weather protection is desired, metal canopies and/or fabric awnings may be used.

3.

Any signage shall fit into the overall character of downtown Montclair and shall comply with Montclair Township's sign regulations (see Sections 347-105-111) and the Design Guidelines for the Montclair Town Center Historic District, except for where explicit standards in the redevelopment plan deviate from the zoning ordinance. In addition, the following standards apply:

- Building design should provide a logical space within the first level, above any retail or commercial storefronts, doors, or windows, for retail signage.
- Signage should be placed so as not to obscure the distinctive architectural features of the building.
- Building-mounted signs should only display information about the businesses located on the property.

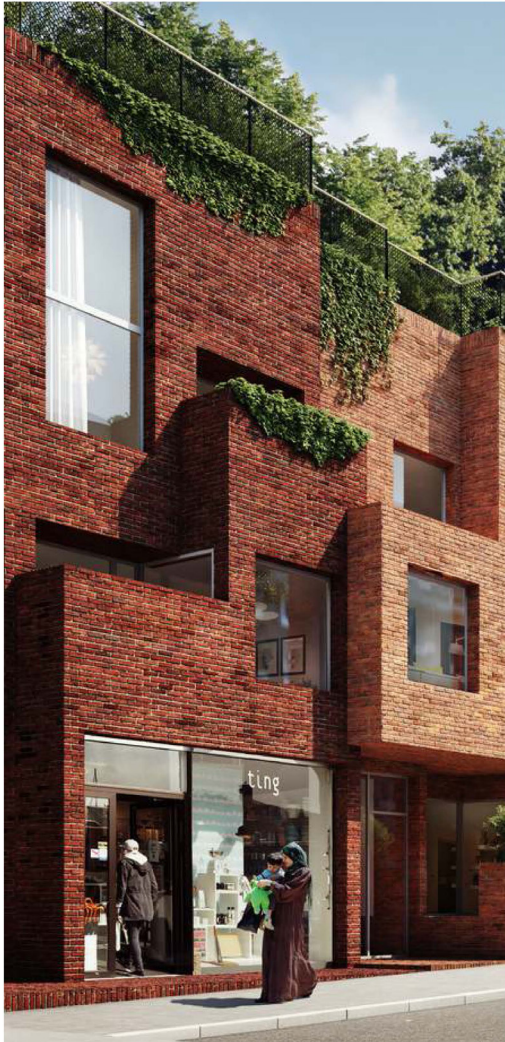
4.

Pent roof overhangs, light shelves, canopies, and straight awnings are encouraged along retail storefronts and over major building entrances. Retail signage and building-mounted lighting are also recommended to help highlight the base where appropriate. Security grates mounted to the exterior of buildings are prohibited.

5.

Except where the first-level use is retail, landscape plantings are recommended within any setback areas that are deeper than the minimum required setback.

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 storefront bay rhythm, from a minimum of 10'-0" wide to a maximum 36'-0" wide. Minimum clear ceiling heights for ground floor commercial uses should be 12', except where existing conditions prohibit this minimum height.



C.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.

IV.C.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. The finish

color of window frames should vary from building to building in order to avoid the monotony associated with narrow material palettes often found in corporate parks.

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

The following transparency requirements apply to windows in different locations and at different building levels:

1. At Ground Floor spaces with active uses, street-facing facades of any new building facing Bloomfield Avenue, Glenridge Avenue, Lackawanna Plaza, and Grove Street shall have glazing occupying at least 60 percent of the façade width, with a majority of the glazing within a band that is between 2' and 10' above the sidewalk. Additional glazing above or below this band is permitted. These requirements exclude portions of facades adjacent to open park space and parking areas as well as facades not immediately adjacent to public streets and their sidewalks.
2. Upper-story street-facing facades of any uses shall have glazing occupying at least 25 percent of the façade area of each floor. Windows shall be vertically-proportioned so as to harmonize with the historic character of downtown Montclair. Individual, vertically-proportioned windows may be grouped in pairs, triples, or quads in order to create wider, horizontally-proportioned expanses of windows. Except in all-glazed curtain wall construction, all upper-story windows shall be recessed with respect to the surrounding façade plane by a minimum three (3) inches depth, or shall be surrounded by sills, headers, and vertical framing elements each of at least three (3) inches depth and three (3) inches width, in order to create shadow lines and a sense of depth on the windows.
3. On upper-story facades, there is no restriction on the type or transparency of glazing.

IV.C.12 Public Open Space

A publicly accessible Open Space, designed and programmed for use by the broader community, shall be provided.

The redevelopment team shall give equal priority to the concept design, materiality, design development and final construction of the Public Open Space along with and fully coordinated with the associated building(s) design, proceeding with both efforts initially and simultaneously, recognizing that the success of this Open Space's final realization is critical to the success of the entire project. The Open Space 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 Space Gathering: <https://www.wbdg.org/space-types/plaza>.

The Public Open Space shall provide a larger space for public gathering and use as well as smaller spaces for smaller, intimate gatherings. The Open Space 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 project.

The Plaza shall be a combination of hardscape and soft landscape to provide 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 Open Space users year-round and aesthetically coherent. (Figures C.12-01 and -02)

As a way to introduce scale, order and visual interest into the Open Space itself, changes in paving material 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. (Figures C.12-03 and -04)

Pedestrian approaches through the site shall be



C.12-01: 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.



C.12-02: Temporary uses have the potential to redefine the character of public outdoor space, resulting in extended seasons of recreational and business activity and generating ongoing interest both within and outside the local community.

planned so that is easy and convenient to access all public space with full ADA accessibility.

To further activate open space and circulation through such space, the redevelopment design team is encouraged to address unique site conditions as challenges to be solved creatively. For example, changes in topography invite the possibility of hybrid forms of vertical circulation, creating visual interest while satisfying the goals of universal design. (Figure C.12-05) Toward similar ends, where compromised historic elements are to be adaptively reused and require intervention to become practical again, bold and modern measures are encouraged, as long as no historic fabric is damaged or lost in the transformation. (Figure C.12-06)



C.12-03: 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.



C.12-04: 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

Open Space lighting shall be provided as part of a comprehensive, coordinated package of architectural outdoor lighting solutions. Refer to other sections of the redevelopment plan for additional information, including lighting level requirements.

The Open Space’s 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, landscape border articulation and accent/feature uplights, decorative building entrance overhead and wall-mounted sconces, and other special purpose lighting required to enliven this critically important outdoor space and community amenity.

Drainage for all public open space shall be integral to the design in order to enable safe walking surfaces in all seasons and to ensure that stormwater is managed in accordance with municipal building codes and as per directives provided by the Township Engineer.



C.12-05: Creative strategies for negotiating movement on a sloped site help create a dynamic and inviting environment for visitors of all ages and abilities.



C.12-06: Existing but compromised historic elements, like the remaining Grove Street stair (above left), are excellent candidates for modern interventions that both restore function and dramatize old and new elements, as seen in a new steel stair providing access to a breach in the masonry of an ancient French fortification (above right).

IV.C.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, residential units, and the appearance and reality of an occupied street. In the absence of screening with active uses, along side lot lines, for example, openings for light and ventilation are permitted. Such openings shall be outfitted with architectural elements, such as 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 portions of other new structures. (Figure C.13-01)

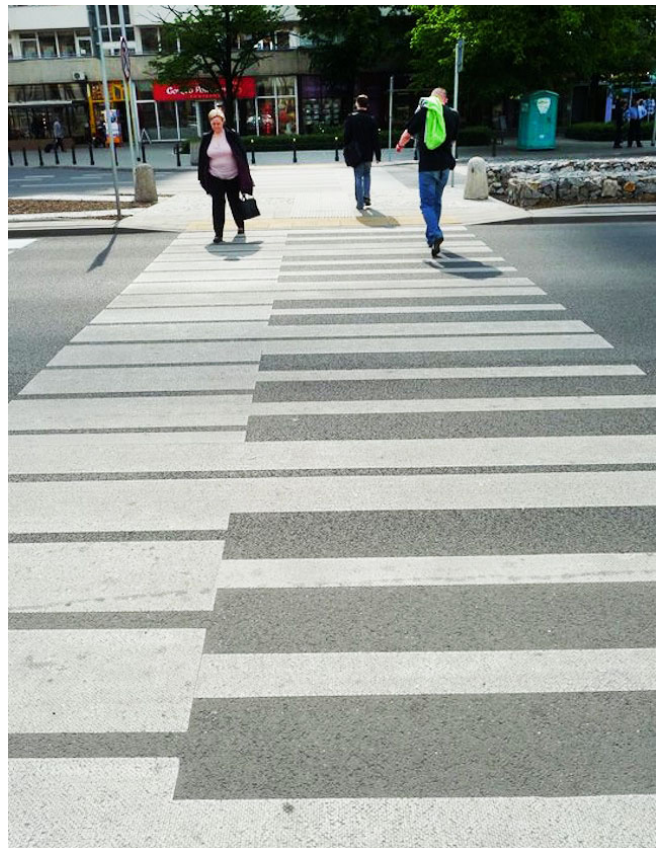
When located in the base of new construction with separate occupiable uses above, the parking structure shall be integrated into the façade in a manner that provides continuity of opening locations and proportions between the base and upper stories. Blank, solid, opaque façades greater than 20' in length are not permitted, unless noted otherwise in the design standards.

“Shared Street” infrastructure (also known as a “woonerf” strategy) shall be provided in order to prioritize pedestrian safety. (Figures C.13-02 through -04) 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, 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 ground-level, dedicated public pedestrian passage running along a parking structure meets open, public spaces, the passage shall be conceived and built as a public amenity, meeting the necessities of accessibility and safety. (Figure C.13-05 and -06)



C.13-01: 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.



C.13-02: 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.



C.13-03: 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.



C.13-04: In this curbsless 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



C.13-05: 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.



C.13-06: With a simple rhythm of piers on both sides, this long 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.

IV.C.14 Exterior Materials

Exterior materials shall be consistent with the context. Primary permitted facade finish materials are brick, stone, pre-cast masonry, stucco, textured architectural concrete, mass timber, glass, and metal. No more than three (3) primary finish materials with a variety of textures and accents shall 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. Alternative building systems and their related finishes, such as mass timber, whose primary purpose is to advance sustainable goals, are encouraged.

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:

1. 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.
2. Materials that age rapidly and are thus difficult to maintain, such as bare, stained or painted wood, and field-painted metal, with the exception that such materials may be used in weather-protected locations such as covered arcades.
3. Concrete masonry units.
4. Glass at the Ground Floor with tinted film applied, mirror glass, and obscure (i.e. frosted or patterned) glass. Spandrel glass shall be permitted only at locations screening views of vertical or horizontal building structure. Spandrel glass shall

account for no more than 25% of the total surface area of any facade. Reflective glass shall be permitted at the second story and above only as required by state energy codes or LEED certification requirements. These requirements and limitations shall not apply to Ground Floor facades adjacent to open park space and parking areas.

5. Exterior Insulation Finish Systems (EIFS), with the exception that such a system is allowed when integrated into the top most floor of a building mass when said floor is stepped back a minimum of 7 feet. 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.
6. Fiber cement panels or fiber cement siding, with the exception that such materials may be allowed when integrated into the top most floor when said floor is stepped back a minimum of 7 feet. 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.

IV.C.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.

IV.C.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 Open Space proposed for this redevelopment plan.

V REDEVELOPMENT ACTIONS

V.A.1 Outline of Proposed Actions

Construction of new structures and other improvements will take place 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.

Once a redeveloper is selected the redeveloper will be required to enter into a Redeveloper's Agreement with the Township that stipulates the precise nature and extent of the improvements to be made and their timing and phasing as permitted therein.

V.A.2 Neighborhood Impacts

The Redevelopment Area is set in a unique location within the Township. While it is located within the central business district, and is a short distance from the Bay Street passenger railroad station, it is also proximate to a range of residential uses and densities. This setting will provide for a ready customer base for the new supermarket and other nonresidential uses in the Redevelopment Area. But consideration of potential impacts on surrounding neighborhoods, streets and businesses must be considered as the Redevelopment Area is redeveloped. The primary forum for mitigation of impacts will be the Planning Board's review of the site plan application. The Board should consider impacts during construction as well as upon project completion.

V.A.3 Properties to Be Acquired

The Redevelopment Plan does not anticipate the need to acquire privately-owned property within the Redevelopment Area, provided that the township agrees to assist in the acquisition of easements, title restrictions, or other interests that impede implementation of the plan.

V.A.4 Relocation

The Redevelopment Plan does not anticipate the displacement or relocation of any residents 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.

V.A.5 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; and 3) vacation of public utility easements and other easements and rights-of-way as may be necessary to effectuate redevelopment.

V.A.6 Other Actions

The Redevelopment Agreement between the Township and the redeveloper will contain the terms, conditions, specifications, and a description of required performance guarantees (performance bonds or other acceptable performance security required pursuant to the Municipal Land Use Law) pertaining to redeveloper's obligation to provide the infrastructure and improvements required for the project., including the provision of water, sanitary sewer, and stormwater 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.

VI PLAN CONSISTENCY REVIEW

VI.A.1 Relationship to Montclair Master Plan

The Township’s most recent Master Plan document is the Unified Land Use and Circulation Element (the “Unified Plan”), which was adopted in May 2015 and last revised in 2021. This plan element places the Redevelopment Area in the Montclair Center Downtown (C2) land use classification. The Unified Plan recommends preparation of this Redevelopment Plan to support revitalization efforts for the Lackawanna Plaza area. The C(2) district consists of “lower-scale, dense, compact development that reinforces the existing form while allowing new construction that contributes to a more vibrant and active area. The Master Plan recommends a maximum height of four stories and 47 feet for the district with a maximum density of 55 dwelling units per acre for development on lots over 20,000 square feet in area. It further recommends that density be calculated as dwelling units per acre, rather than a net density after the commercial space is subtracted. The plan also recommends a minimum setback of 10 feet at the 3rd story and or regulation of the street to building ratio so that new construction has a similar wall height as existing structures. New development should contribute to a consistent street façade along Bloomfield Avenue, and facades should be constructed of high-quality materials while allowing for maximum first story transparency. The plan recommends that buildings should be a blend of retail, office and residential uses with a high ratio of first-story windows. The construction of residential and office development above retail stores is encouraged. Specifically, the plan recommends that zoning require a mix of and balance of uses that allow the district to be active during all times of the day and evening.

This Redevelopment Plan is consistent with the Unified Land Use and Circulation Element of the Master Plan.

In addition, the plan is consistent with the Township’s 2016 Master Plan Reexamination Report which maintained the policies in the Unified Land Use and Circulation Plan, but recommended the following new policies:

- Creating opportunities for open space in the central business district through use of increased setbacks and establishment of a parklet program;
- Continuing to support the creation of affordable housing through inclusionary development;
- Encouraging the use of renewable energy facilities and green building design;
- Establishing a mandatory 1% development fee for public art program;
- Creating a parking fund whereby applicants receiving parking deficiency variances pay a fee which will be used for parking improvements in the community;
- Evaluating alternatives to a shuttle bus that are more financially viable; and
- Continuing to support the installation of appropriate traffic calming devices in all commercial districts to improve mobility and pedestrian safety.

This Plan is substantially consistent with the objectives set forth in the Unified Land Use and Circulation Element and the 2016 Master Plan Reexamination Report. In addition, the historic preservation requirements set forth in this Plan are consistent with the following objectives of the Historic Preservation Element of the Township Master Plan:

- Preservation and protection of historic fabric for present and future generations as a tangible link to the community’s past and as a record of the Township’s history.
- Promotion of sustainability through the retention of existing historic buildings.
- Cultivation of civic appreciation of the Township’s architectural, social and cultural history and stewardship of its historic resources.
- Safeguarding of the Township’s distinctive visual character through the retention of existing resources and the discouragement of the demolition of historic structures.
- Encouragement of contextually appropriate new design that contributes to a sense of cohesiveness and meets the Township’s needs as a growing community.

This Plan furthers the Township’s pursuit of the economic, environmental and social benefits of sustainable growth by promoting compact, mixed-use development at a density appropriate for a pedestrian-oriented downtown environment. The successful implementation of this Plan will advance these objectives by redeveloping an underutilized property in a key location in the Township with a mix of uses that includes a supermarket and other nonresidential uses, as well as new housing that will support the downtown area and benefit from its location close to transit and services.

VI.B Relationship to Adjacent Municipalities

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

VI.C 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 generally is considered consistent with the land use planning goals of the Essex County Planning Board.

VI.D Relationship to State Development and Redevelopment Plan

The New Jersey State Development and Redevelopment Plan (SDRP) was originally adopted in 1992. The purpose of the SDRP according to the State Planning Act at N.J.S.A. 52:18A-200(f) is to:

“Coordinate planning activities and establish Statewide planning objectives in the following areas: land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services, and intergovernmental coordination.”

A revised version of the plan was adopted by the State Planning Commission in 2001. While required by the State Planning Act to be revised and re-adopted every three years, the SDRP has only been re-adopted once

during the 25 years since its original adoption. A new State Strategic Plan (SSP) has been proposed as the revision to the 2001 SDRP but has not been adopted as of 2017.

This Redevelopment Plan is thoroughly consistent with the SDRP and the draft SSP, as it epitomizes the smart growth principles set forth in both documents. In particular, the Redevelopment Plan promotes the reuse of developed property in an area well served by infrastructure and transit. This Redevelopment Plan therefore furthers the goals, strategies and policies of the SDRP and the proposed SSP.

VII GENERAL PROVISIONS

VII.A 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 a reference to said Redevelopment Plan.

VII.B Deviation Requests

The Planning Board may grant deviations from the requirements of this Redevelopment Plan Amendment in accordance with the criteria set forth in N.J.S.A. 40:55D-70c, except for deviations from Design Guidelines which will be addressed in accordance with the criteria set forth in N.J.S.A. 40:55D-51.

No deviations pursuant to N.J.S.A. 40:55D-70d shall be permitted.

VII.C 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 for the 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.

VII.D Site Plan and Subdivision Review

All applications for development within the Redevelopment Area shall be in the form of a site plan application to the Planning Board.

VII.D.1 Submission Requirements

All site plan applications 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, subject to County approval.

- Parking Management Plan.
- Completed LEED certification spreadsheet demonstrating ability to obtain certification in accordance with the requirements of Section 6.8.2.
- Fiscal Impact Analysis evaluating the fiscal impacts of the project to the Township.
- Utility Impact Analysis evaluating the impacts to Township utilities.
- Stormwater Management Plan.
- Affordable Housing Plan with details and location of each affordable and workforce housing unit, including location, size, number of bedrooms and number of bathrooms. A comparison of the affordable and workforce units and the market units shall be included.
- Building Design Description:
 - Project Statement, explaining design intent, as per Design Standards.
 - Photos of adjacent context.
 - Photos of inspirational imagery, including buildings in Redevelopment Plan.
 - Site Plan, at a minimum scale of 1" = 20'.
 - Building Plans, at all levels including Roof Plan, at a minimum scale of 1/16" = 1'-0".
 - Enlarged plans, at major entry and secondary features, including typical first story and upper story bays, at a minimum scale of 1/8" = 1'-0".
 - Building Elevations for each proposed building, rendered in color, all sides, at a minimum scale of 1/8" = 1'-0".
 - Building Sections for each proposed building, minimum 2, transverse and longitudinal, at a minimum scale of 1/8" = 1'-0".
 - Wall Sections for each proposed building, minimum 2, through major entry and secondary features, at a minimum scale of 1/4" = 1'-0".
 - Section Details, a minimum 4 for each proposed building, through base, entry door and canopy, cornice, other major features (sun shading, etc.), at a minimum scale of 1/2" = 1'-0".
 - 3D Renderings in color, a minimum of ten ground-level views as per the Design Standards, showing the proposed project in context via photomontage.
 - A series of Solar Studies using a geolocated 3D digital model of the proposed project to depict the shadows cast by the project onto its context. The studies shall model the full extent of shadows produced by the project and all surrounding properties and structures impacted by the project's shadows. The project's shadows are to be depicted in still images for the following days and times:
 - Days – Winter Solstice, Summer Solstice, and Spring/Autumn Equinox.
 - Times – 15 minutes after Sunrise, 9am, Noon, 3pm, 15 minutes before Sunset.
 - 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.

VII.D.2 Historic Preservation Commission Review

The Historic Preservation Commission shall have the opportunity to provide an advisory review of the site plan application prior to being heard by the Planning Board, consistent with N.J.S.A. 40:55D-110 and Section 347-142 of the Township code. Consistent with N.J.S.A. 40:55D-111, notwithstanding any provision of Section 347 of the Township code which could be read to the contrary, no further review will be required under Section 347-142.1 of the Township code.

VII.E 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.

VII.F 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 his successors 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.

VII.G 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.

VII.H 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 to the redeveloper. All redevelopment agreements associated with the implementation of this Redevelopment Plan shall be in effect until the issuance of such a certificate.

VII.I Severability

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.

VII.J Procedure for Amending the Redevelopment Plan

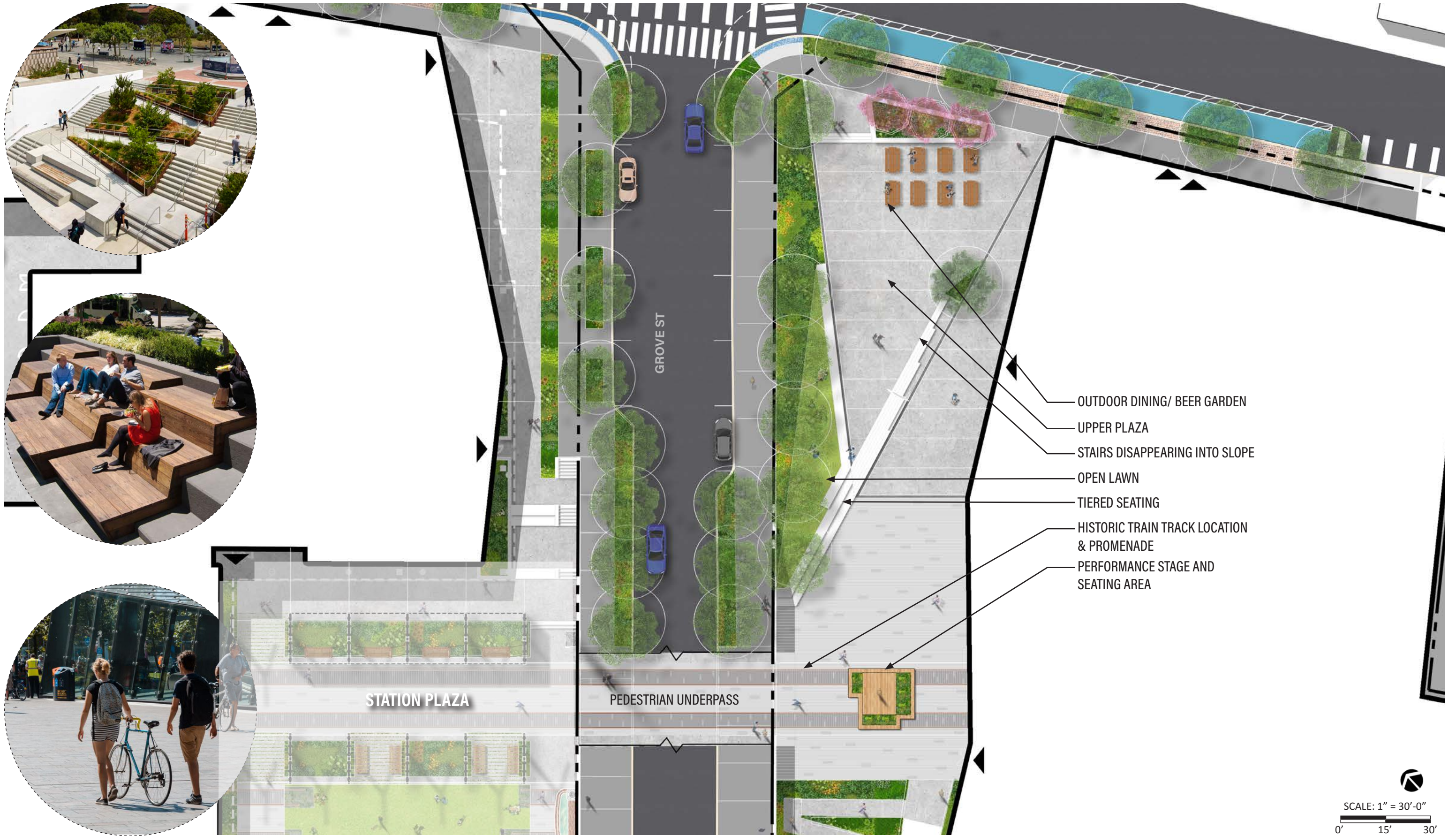
This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law. A non-refundable application fee of \$5,000 shall be paid by the part requesting such amendment, unless the request is issued from any agency of Montclair Township. The Township Council, at its 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.

VIII SUMMARY OF COMPLIANCE WITH THE STATUTORY PROVISIONS OF THE LRHL

In accordance with N.J.S.A. 40A:12A-1 et seq., known as the Local Redevelopment and Housing Law, the following statements are made:

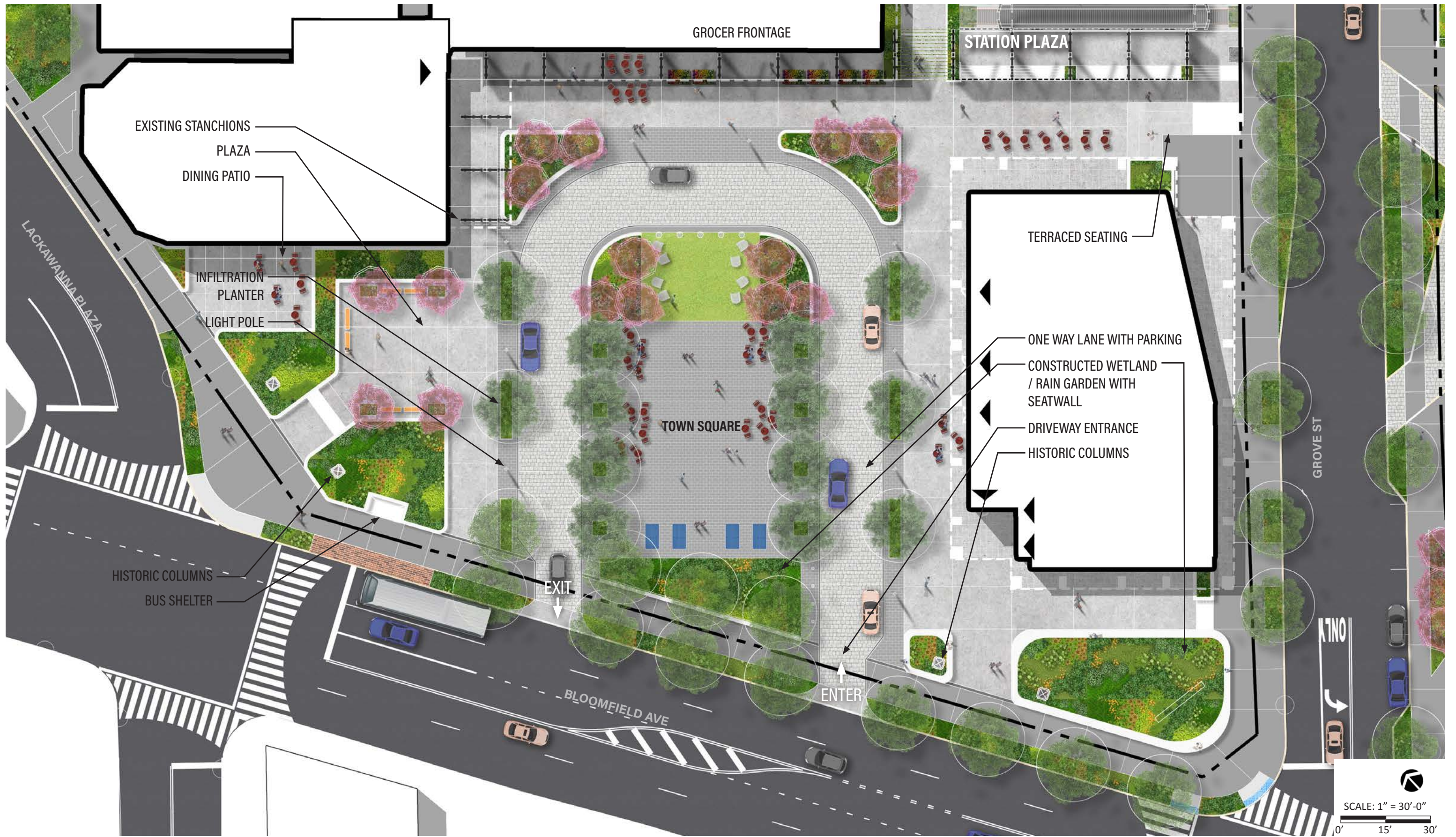
- The Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities and other public improvements. The Plan has laid out various programs and strategies needed to be implemented in order to carry out the objectives of this Plan.
- The Redevelopment Plan lays out the proposed land uses and building requirements for the Redevelopment Area.
- The Redevelopment Plan provides for the acquisition of privately-owned property and the relocation of residents or businesses, if necessary.
- The Redevelopment Plan is substantially consistent with the Township of Montclair Master Plan. The Plan also complies with the goals and objectives of the New Jersey State Development and Redevelopment Plan.
- The Redevelopment Area does not include any existing low- and moderate-income housing units.
- This Redevelopment Plan shall supersede all provisions of the Township of Montclair's Zoning Code regulating development in the area addressed by this Redevelopment Plan, except where specifically mentioned within the text of this Plan. Final adoption of this Plan by the Township Council shall be considered an amendment of the Township of Montclair Zoning Map.

IX APPENDIX



Lackawanna Plaza Redevelopment

ENLARGEMENT - EAST PLAZA



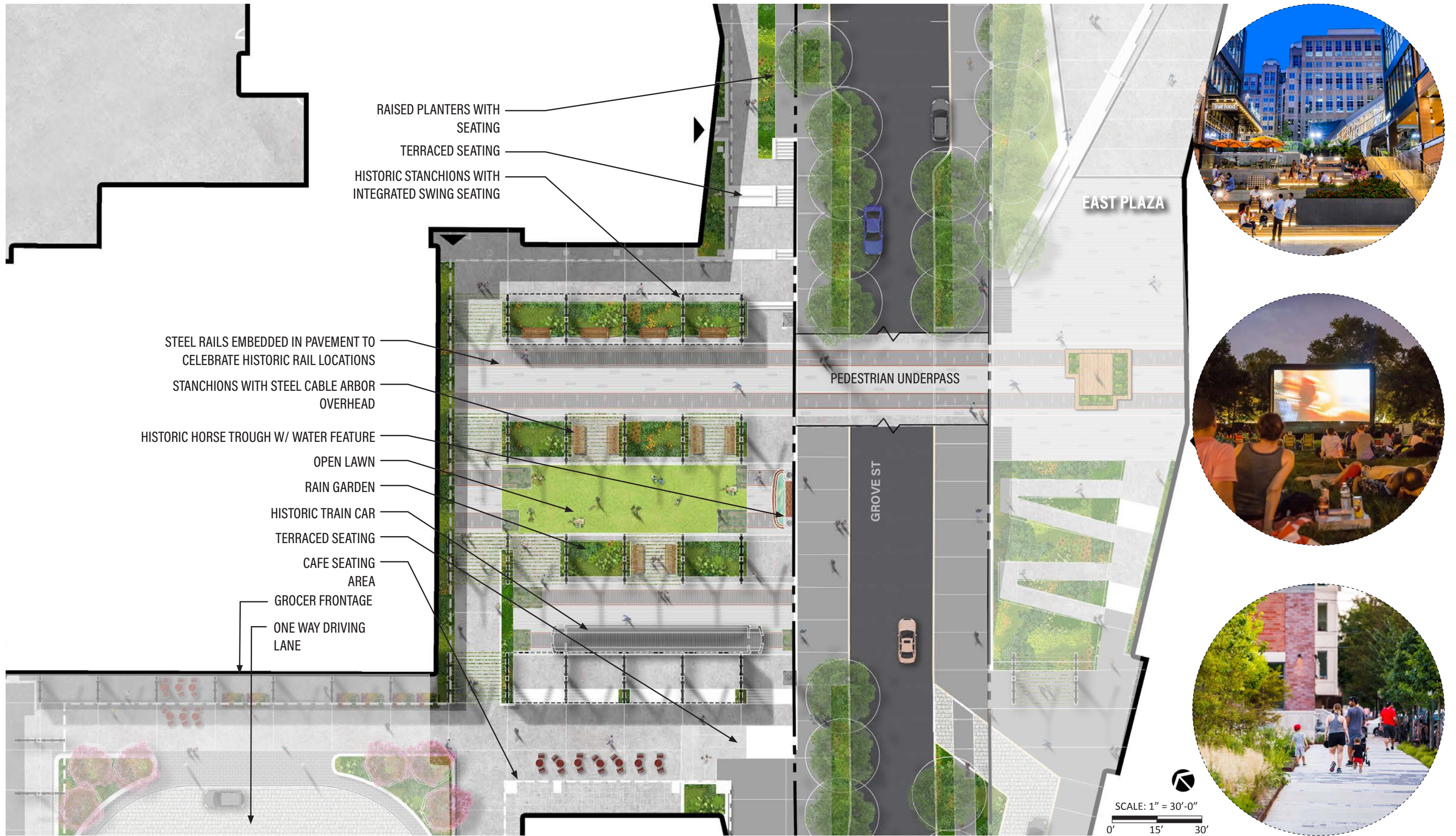
Lackawanna Plaza Redevelopment

ENLARGEMENT - MAIN PLAZA



Lackawanna Plaza Redevelopment

MAIN PLAZA AERIAL



Lackawanna Plaza Redevelopment

ENLARGEMENT - STATION PLAZA

Historic Resource Photos

Photographs: smithmaran architecture+interiors llc



Waiting room



Waiting room skylit passage



Terminal shed

Historic Resource Photos

Photographs: smithmaran architecture+interiors llc



Platform canopy — Bloomfield Avenue



Platform canopies



Horse watering trough

Historic Resource Photos

Photographs: smithmaran architecture+interiors llc



Grove Street stair and South Pylon



Grove Street stair and North Pylon

Historic Resource Photos

Photographs: smithmaran architecture+interiors llc



Entry Piers A — Bloomfield Avenue

Entry Piers B — Bloomfield Avenue and Lackawanna Plaza intersection



Entry Piers C — Lackawanna Plaza

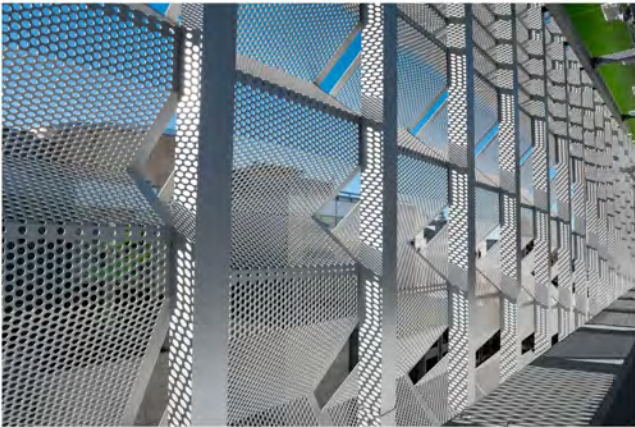


Lackawanna Plaza Redevelopment Plan | Township of Montclair, NJ
PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC 2023

Illustrative Examples of Parking Garage Screens



01 Metal Panels.jpg



04 Perforated Metal.jpg



02 Landscaped Structure.jpg



05 Post-Modern style.jpg



03 Projected Screens.jpg



06 Classical Roman style.jpg

Illustrative Examples of Parking Garage Screens



01 Glass Wedges.jpg



03 Metal tapestry.png



02 Honeycomb grid.jpg



04 Wood ribs.jpg

Appendix: IV.A: Rules

Town Center Design – Essential Principles

IV.A.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 IV.A provides town center design principles which the redeveloper shall apply to new construction in the designated area in need of redevelopment.

IV.A.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 A.2-01). 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 enabled by an environment 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 streets, parks, 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 A.2-02) 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.

IV.A.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 A.3-01 and A.3-02) 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 unique architectural and cultural setting by diminishing its 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. (Figures A.3-03 and -04)

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.

IV.A.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, 1920, or 1960 building, almost anyone can recognize that they were constructed at different times and reflect the era of their origin. (Figure A.4-01)

Building characteristics create an architectural language of a neighborhood, combining the complementary and contrasting elements of separate buildings into a cogent, if eclectic, context. (Figures A.4-02 through -04) 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 elements 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 particular entrances.

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 influences 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 the manipulation of surfaces and how they receive light and form shadows. The individual and collective resolution of these manipulations constitute the detailing of the building and establish its

visual character. Styles often have sets of details which are widely recognized as being harmonious with the style's associated materiality and massing.

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

Public: Plazas and city or town squares are true public spaces, where open area provides for public gathering and use. Size and character can vary, but these urban, communal spaces are typically framed on two or more sides by architecture facing the plaza. (Figure A.4-05)

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 courtyard or dead-end becomes a de facto public space due to reduced vehicular and pedestrian traffic. (Figure A.4-06)

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 A.4-07)

Buildings and public spaces depend on one another to make neighborhoods, and cannot create vibrant communities without one another. Public space surrounded by buildings lacking complementary changes in scale and detail 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.

IV.A.5 Midrise Design:

“Building Block” of the New Main Street

- Managing Density with Stepbacks
- Context is multi-sided

Midrise architecture is the “building block” of 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 a central business district can 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 A.5-01 and -02) 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 A.5-03 and -04)

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 setbacks must not be randomly applied. (Figures A.5-05 and A.5-06)

IV.A.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 A.6.01) As explained below, historically-inspired architecture must be designed for the reality of today, not for the nostalgia of yesterday. It is of utmost importance 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 A.6-02 through -05)

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 IV.B, the typical historic commercial town structure is often no taller than 2-3 stories and consists of a solid mass (albeit artfully decorated) without setbacks. 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?

2022 is not 1922. 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.

IV.A.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 A.7-01)

Appendix: IV.B: Tools

Montclair Town Center – Lessons to Learn

IV.B.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 attraction of 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. (Figure B.1-01)

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, escaping 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.

IV.B.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 B.2-01 and -02)

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.” If the town adhered to his vision, he asserted, “Montclair can be and ought to be, with its natural attractions, the most beautiful suburban town in the world.” Nolen’s transformation of Montclair, influenced by his study of historic European cities, featured classical municipal buildings, parks, and English Revival commercial centers.

In the Town Center today, the Nolen report’s lasting effects are most evident in the 1913 Municipal Hall (present-day Police Headquarters), the 1913 Train Waiting Room at Lackawanna Plaza, and the 1914 Montclair Art Museum. The Wedgwood Building, originally housing the post office in its central portion, continued this legacy in 1926. Consistent with Nolen’s goals, these buildings aim to define and ennoble the space around them. They powerfully frame their context, whether by bending primary facades to address major byways, highlighting major points of entry with large collonades, or sitting back from the street in order to magnify their civic presence. (Figures B.2-03 through B.2-06)

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 architectural 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 B.2-07)

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 B.2-08: 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.

Architectural styles represented within Montclair Center include: Early Republic Federal style; Late Victorian Italianate, Queen Ann, Renaissance Revival, and Romanesque styles; early twentieth century Beaux Arts Commercial and Neo-Classical Revival styles; and Art Moderne. Key and Contributing buildings were mainly constructed between 1885 and 1937.

IV.B.3

Leveraging Key Historic Assets

- Current weaknesses are future strengths

In the immediate vicinity of two Key historic buildings in the Town Center – 1913 Municipal Hall/present Police Headquarters at Valley Road and Bloomfield Avenue, and 1913 D.L.&W. Train Waiting Room 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 accommodated 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.

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 respecting and leveraging the historic assets that make Montclair's Town Center special is the walkable community plausible. Anchoring new development around the former Lackawanna Waiting Room 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. To help achieve this, the Rehabilitation and Adaptive Reuse of all existing historic elements on the site is strongly encouraged, in accordance with the U.S. Secretary of the Interior Standards for the treatment of historic properties. (Figures B.3-01 through -05)

IV.B.4 Building Basics: Lowrise Design

IV.B.4-1

Lowrise Design Background

- Articulated mass
- Animated rooflines
- Distinct door and window composition

For a design incorporating one or more lowrise structures, the following recommendations apply.

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 stepbacks, 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 B.4-01) 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.

IV.B.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 B.4-03) 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 B.4-04)

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 Avenue. 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 B.4-05)

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.

IV.B.5 Building Basics: Midrise Design

IV.B.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 notable exception (Figure B.5-02). 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.

IV.B.5-2

Midrise Design Precedents

For a design incorporating one or more midrise structures, the following recommendations apply.

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.

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 B.5-03)

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.

Proportioned Monolith: Claridge Apartments

At 6 stories, with a red clay tile roof and glazed features reflecting the character of the Hinck building nearby, this impressive building is a focal point of its corner of the downtown without overpowering the scale of its neighbors. In spite of its overall mass and height, the structure fits snugly within the historic district's eclectic, character-defining streetscape. (Figures B.5-01 and -02)

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 appear-

ance. 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 and heraldic emblems.

Distinguished Single-Use: Seymour Street Apartment Buildings

There are two Seymour Street multi-family residential buildings, 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 B.5-04)

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.

Lessons from the above precedents were successfully incorporated into the design of the Seymour Street redevelopment project, a multi-building complex adjacent to Bloomfield Avenue and the historic Wellmont Theater. (Figure B.5-05)

IV.B.6 Building Basics: Site Awareness

Individually and in groups, the buildings surrounding the redevelopment area provide lessons in how small and large design decisions impact our perception of the streetscape.

Because of the large sizes of the West and East Parcels and the wide range of contextual conditions facing each parcel, redevelopment design should respond accordingly in terms of project character, height and materiality, from street to street and corner to corner. To achieve this, the design should aim for a range of design styles and massing strategies in order to better relate the overall project to the immediate, diverse surroundings and the larger Town Center conditions.

Existing mixed-use buildings and historic buildings and their elements should influence the redevelopment design, more so than the adjacent gas and tire service stations or the single-family homes nearby.

While architectural design outside the redevelopment area might influence the redevelopment design, the aesthetics of the former Train Station, embodied by the style and tectonics of the Waiting Room, Terminal Shed, Platform Canopies, and remnants of the Grove Street bridge, provide essential points of reference and should influence the design of the project, especially on the West Parcel.

The Waiting Room of the former Train Station, the most significant historic element in the redevelopment area, projects its identity to the south, east, and west foremost through its tall, arched thermal windows. The Waiting Room shall be a featured element of any new public plaza, with views to the building's distinctive arched windows maintained from surrounding streets to the greatest extent possible. (Figure B.6-01)

IV.B.7 Open Space

Relative to its scale, Montclair's Town Center has little dedicated open public assembly space, whether hardscaped (eg, paved plaza) or landscaped (eg, town green). With the exception of the recently completed Seymour Street Plaza, there are no open spaces that are simultaneously publicly owned and controlled, continuously available, scaled to accommodate large gatherings and events, and fully protected from traffic on each side.

Crane Park at Lackawanna Plaza 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 B.7-01)

At Church Street and Bloomfield Avenue, 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. (Figure B.7-02)

Since its redevelopment, South Park Street similarly is used as public space, such as weekly summer farmer's markets and more widely spaced special public events. 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 thoroughway, and thus South Park Street can only intermittently be considered a fully protected public space. (Figure B.7-03)

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 B.7-04 and -05)

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.

IV.B.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 B.8-01) 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, the Wellmont Deck, the Glenridge Deck, and the 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. (Figure B.8-02 and -03) 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 B.8-04)

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. (Figures B.8-05 and -06) 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.

As an alternative to freestanding parking structures and as a corrective to visibly “sandwiched” parking structures, new developments may incorporate parking into a larger structure. In this case, lining visible frontages of a multi-story parking deck with active uses, such as retail, residential lobbies, and residential units on upper stories, is encouraged. Where proposed parking structures are not lined in this manner, an alternative screening method that integrates with the architectural character of the attached, larger building must be used. Green facades and art installations may form part or all of such a screening strategy, and may complement or contrast with the character of adjoining architecture. Green facades and art installations must be permanently installed and accessible for regular, appropriate maintenance. (Figures B.8-07 through -09)

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, below, or above 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 and attractive conveniences in the Town Center landscape.